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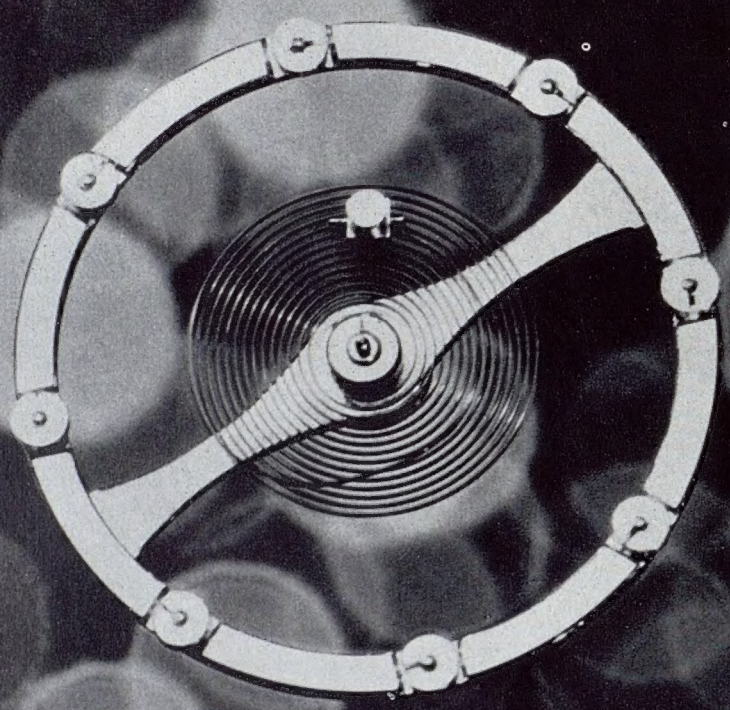

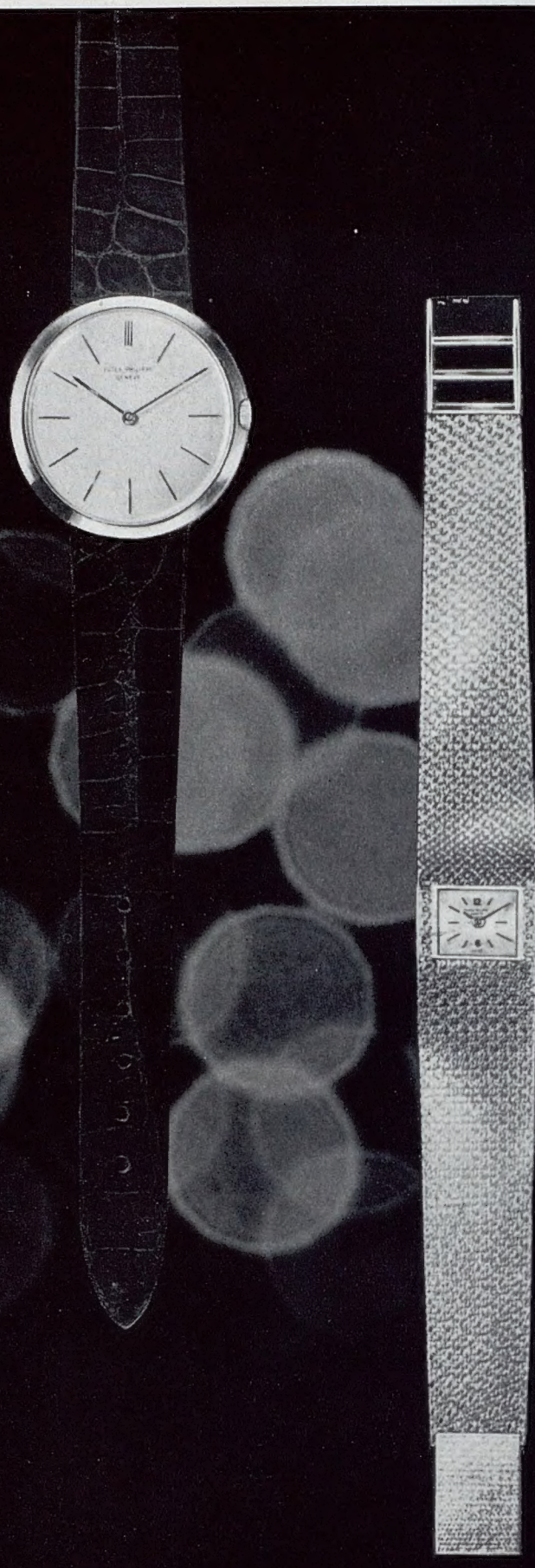

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Volume CCLVII. No. 3335 LONDON, May 2, 1964

THE SPHERE

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THE BIRTHDAY AT STRATFORD

At the new Shakespeare Centre in Stratford-upon-Avon during the celebrations on the quatercentenary of the poet's birth, the Duke of Edinburgh is presented with a case of 1964 Shakespeare medals by Sir Fordham Flower, Chairman of the Shakespeare Birthplace Trust. The statue behind them is a new one

NEWS SUMMARY

Marginals in a "little election" in Britain; Mr Butler travels far

150

GREAT BRITAIN

Sir Alec Douglas-Home concluded another stage of his "whistle stop" tour of Britain last week, the biggest speech being in Southampton. As usual in his public utterances, the Prime Minister laid great stress on the importance of strong British policies in Foreign Affairs and Defence. On Sunday last it was learnt from Labour Party HQ in London that Mr Wilson has been invited to visit the Soviet Union in June. He and his Shadow Foreign Secretary, Mr Gordon Walker, will have talks with Mr Khrushchev.

Some idea of the electorate's views on the various policies of the rival parties may be gained from the "little election" on May 14. The Government last week moved the writs for four by-elections in Conservative-held seats: Rutherglen (majority 1,522 and therefore very marginal); Devizes (majority 3,838 and marginal on present opinion trends); Bury St. Edmunds (majority 7,962) and Winchester (majority 12,792). Labour's strongest effort is expected to be at Devizes.

Mr Greville Wynne, the British businessman who was released by the Russians last week in exchange for the Soviet spy Gordon Lonsdale, was admitted to a hospital in South West London last Sunday, four days after his arrival home. A hospital spokesman said he was in for a rest, probably for two or three weeks. A year ago Mr Wynne was sentenced by a Soviet court to eight years' imprisonment for espionage.

UNITED STATES

Mr R. A. Butler, Britain's Foreign Secretary, arrived last Sunday in Washington for talks with Mr Dean Rusk, the Secretary of State. They both attended the Cento Ministerial meeting in the American capital. (Cento members are Britain, US, Pakistan, Iran and Turkey.) Mr Butler was later to go to Japan and the Philippines.

SOVIET UNION

On Friday of last week a huge section of the Dorivarz Mountain slid into the river Zeravshan near the village of Ayni in Soviet Central Asia. The rock effectively blocked the river, and water began rising by 30 ft. a day, threatening 50,000 inhabitants downstream in the Zeravshan Valley. Also threatened by flooding was the ancient city of Samarkand 100 miles away. On Monday Russian engineers were digging a canal around the fallen rock in an effort to divert the swollen river.

CHINA

A new barrage of abuse is being hurled at the Soviet Union by the propaganda artillery in Pekin. Last Monday *The People's Daily*, the chief organ of the Chinese Communists, reprinted extracts from the recent bitter Soviet attacks on China and commented on them. Mr Khrushchev was represented as a liar and a sophist and a vulgar character whose form of argument consisted of "such gestures as pounding the table, stamping his feet and grinding his teeth." He was even accused of having once committed the sin of sins and been a supporter of Trotskyism. The fullest publicity was to be given elsewhere to these extracts and the Chinese were exhorted to read them "despite their ugly smell."

The previous day Mr Chou En-lai, the Chinese Prime Minister, was quoted as having publicly turned down the Soviet proposal made early this year for renouncing force in the settlement of frontier disputes.

FRANCE

Early this week it was still uncertain when President de Gaulle would be leaving the Cochin Hospital in Paris but he was continuing to make a good recovery from his prostate operation. On Sunday he attended Mass in a room near his own in the hospital. On the same day U Thant, the UN Secretary-General, arrived in Paris for a five-day visit and was to confer with the French Prime Minister, M Pompidou, and the Foreign Minister, M Couve de Murville.

CYPRUS

The situation in Cyprus worsened by the start of this week and the island seemed to be on the brink of civil war. Over the weekend the Greek-Cypriot forces made substantial advances in their efforts to drive the Turkish-Cypriots from control of the strategic pass through the Kyrenia Mountains. The United Nations, in their fifth week of peace-keeping duties in the island, seemed to be making little headway in their search to find a diplomatic solution. General Gyani, the UN peace-force commander, had reportedly alienated a section of the Turkish-Cypriot community who alleged he had a bias towards the Greek-Cypriots. On Sunday night Turkish-Cypriot demonstrators stoned the car which was taking the General to a meeting with the Turkish Vice-President, Dr Kutchuk. The General expressed himself hopeful of finding a peaceful solution. The UN mediator, Mr Tuomioja, began a series of talks with the Greek Government in Athens and was due to report to the Secretary-General, U Thant, in Paris later in the week, before flying to London for talks with the British Government.

EAST AFRICA

Tanganyika and Zanzibar agreed last week to merge into "one Sovereign State." President Nyerere and President Karume signed articles of union in Zanzibar on Wednesday. It at once became known colloquially as "Tanzan." Dr Nyerere is to be its Head. Mr Karume will be Vice-President. It was thought the union would check the possible drift of Zanzibar towards the Communist bloc. Zanzibar's Foreign Minister, Mr Babu, believed to lean towards the Chinese Communists, was away in Indonesia on trade talks at the time when the agreement was signed. How the Tanzan merger would affect Tanganyika's proposed East African Federation with Kenya and Uganda was not immediately apparent.

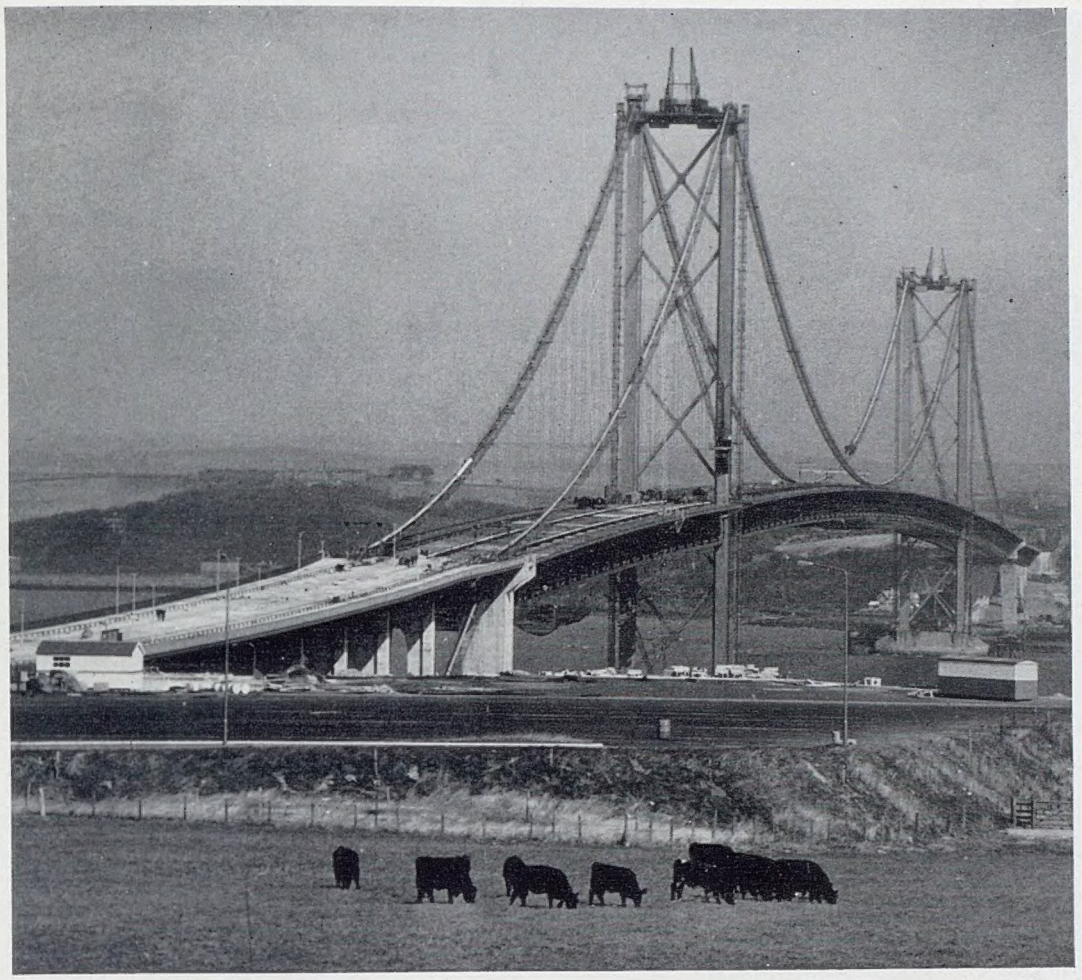
SOUTHERN RHODESIA

Mr Ian Smith's demand that Southern Rhodesia should be invited as of right to the Commonwealth Prime Ministers' meeting in London from July 8-15 has been rejected by the British Government. It is understood that in a confidential message from the Secretary of State for the Commonwealth and Colonies, Mr Duncan Sandys, Mr Smith was invited to seek an invitation to the Conference. Then the process of Commonwealth consultation would begin. One of the first reactions was reported from New Zealand where Mr Holyoake, the Prime Minister, said he would approve inviting Southern Rhodesia as an Observer.

Above: Mr Greville Wynne answers journalists on arrival by air in London after his release from the USSR

MALAYSIA

The Alliance Government of Tunku Abdul Rahman won its third general election in Malaya last week. The multi-racial party put up candidates for all 104 seats in the Federal Parliament, and won 89 of them. The 13 Malayan Ministers were returned, all of them with increased majorities. The Peoples' Action Party of Mr Lee Kuan Yew, the Prime Minister of Singapore, one of the five other parties fighting the election, won only one seat out of the nine it contested. This victory gives the Tunku 125 seats in the 159-member Malaysian Federal Parliament. He has 36 loyal seats in Sabah and Sarawak where elections have already taken place. In Kuala Lumpur, the Prime Minister said that the election had given him new courage to face his enemies with confidence. "I pray that Malaysia will continue to flourish and prosper in peace. To hell with Sukarno."



Above: Ministers from British Guiana arrive at London Airport for the debate last Monday on the constitutional future of their country: the Minister of Trade, Senator Jocelyn Hubbard (on the left) and Mrs Jagan, who is Minister of Home Affairs and the wife of British Guiana's Prime Minister Dr Cheddi Jagan

Left: The new Forth suspension bridge, to be opened by the Queen in August, is almost completed. A view from meadows in South Queensferry Bank, West Lothian. The cost was £16 million and a toll charge will be levied on all traffic. (Sylvie Nickels writes on Scotland on pages 164-67)

Left: Civil Rights demonstrators seen in front of the New York World's Fair symbol "Unisphere" during the opening by President Johnson. The demonstrators threatened to cause chaos in New York but there was little disturbance. The fair ground was guarded by a force of 2,000 and there was heavy rain

Above: In this group of members of the United Arab Republic government praying at the start of the Feast of Bairam in a mosque in Cairo, President Nasser is third from left and Vice-President Field-Marshal Hakim Amer fourth from right. (Overleaf: D. J. S. Thomson on Nasser in Yemen)

SLOGANS, SOLDIERS AND SOCIALISM

A few RAF rockets fired at a small, dilapidated stone fort in the mountains bordering Yemen and the South Arabian Federation were enough to cause a special meeting of the Security Council to be summoned; within a few hours of a schoolboy in a provincial town in Syria rubbing a slogan off the blackboard, a curfew was imposed on the whole town and the Syrian government was broadcasting reports of a plot to overthrow it. The raid on the fort of Harib aroused a storm of abuse in the Arab world and was not universally applauded in Britain itself, but when one considers the precautions taken to avoid loss of life, the provocation that had led up to it and the limited nature of the raid itself, the whirlwind that was reaped seemed out of all proportion to the wind that had been sown. And doubtless the Syrian schoolboy was as surprised as his offended master by the incursion of tanks and armoured cars to avenge the erasure of a chalk slogan.

Both incidents would, of course, probably have passed unnoticed—the repercussions, if any, would certainly have been much less sensational—if the RAF had not publicised their raid and if the Syrian schoolboy had waited until the classroom was empty. But for widely different reasons publicity was inevitable. The RAF were anxious to spare civilian lives, the Syrian schoolboy was too excited to be discreet, and in the charged atmosphere of the Arab world foresight and the lack of it can be equally explosive.

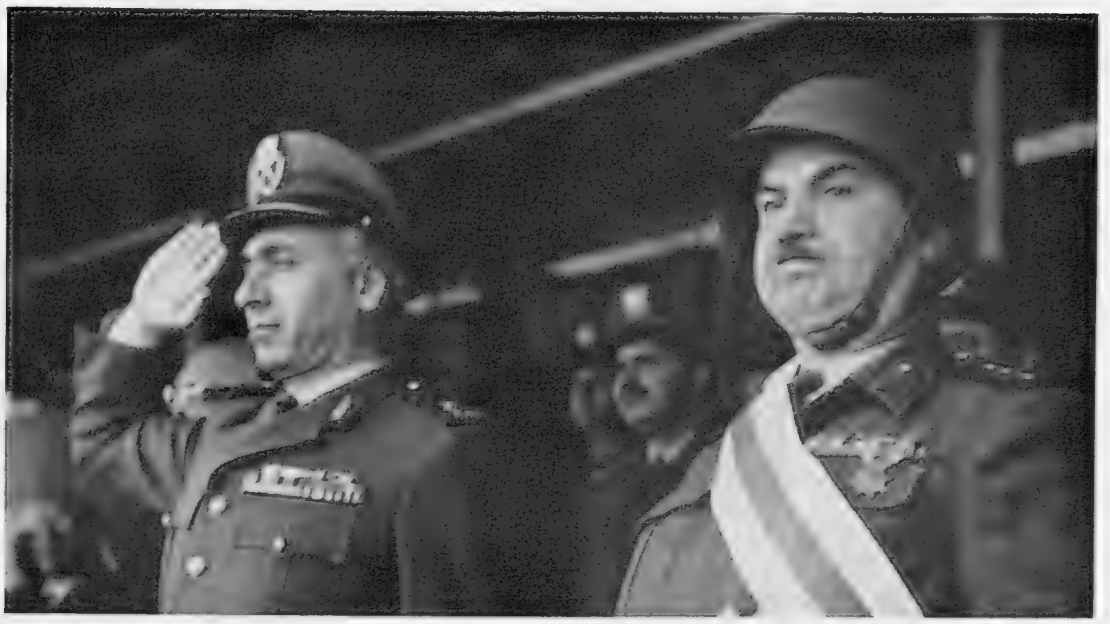
The reverberations of the Harib incident were fortunately confined to the written and spoken word. It gave the Yemeni republicans an opportunity to restate the claim to southern Arabia which Imams of the Yemen have been making for generations before them. It gave the anti-imperialists in Cairo and Moscow another opportunity to condemn the British presence in Aden. And it gave the British Government an opportunity to propose a demarcation of the frontier between Yemen and the South Arabian Federation. This is unlikely to bear fruit, if only because, while Marshal Sallal is making a Grand Tour from Moscow via Cairo to Peking, the only effective authority in the republican part of the Yemen, the Egyptian army, sees, oddly enough, no advantage in securing the frontier to the south so long as its northern flank is threatened. For this is not a text-book war. It is a so-called war of liberation which is directed against the British position to the south as well as against the royalist position to the north: a deliberate war on two fronts, in which the weapons of press, radio and subversion are probably more important than armoured cars and napalm bombs.

President Nasser's recent surprise visit to the Yemen was clearly designed to underline this. His solemn promise to drive the British out of Aden is, in effect, an attempt to present his prolonged and costly intervention in the Yemen as a move to liberate the whole of southern Arabia, the implication being that the stalemate reached in the war against the royalists is of secondary importance. Nasser's Sana speech was essentially defensive.

The situation in Syria is not dissimilar, in that there too a republican government is struggling to turn a military coup into a more permanent revolution. But the Baath government in Syria, having broken away from its union with Egypt and having failed to maintain its union with Iraq, is trying desperately to impose the socialist pattern of nationalisation and land reform in Syria itself without outside help. Not all members of the Syrian government seem to be agreed that it can be done. The schoolboy who started a riot by erasing a slogan on the blackboard was reported to be a member of the Moslem Brotherhood, a right-wing organisation which President Nasser had to ban in Egypt years ago—together with the Communists.

Hama, the town in which the incident took place, also has many supporters of Mr Akram Hourani, a former leader of the Baath Party, who is anti-Nasser. The Prime Minister, General Hafiz, is said to favour a reconciliation with Hourani and his supporters in order to broaden the base of the party, but the Vice-Premier favours a rapprochement with Cairo.

At the western end of the Mediterranean in



Above: The Prime Minister of Syria, General Amin El Hafiz, takes the salute at a parade of troops which took part in fighting against the Kurds in Iraq. On the right is Colonel Fahad Shaer **Left:** In Algiers, President Ben Bella of Algeria waves to the crowd from Government Palace after his re-election as Secretary-General of the National Liberation Front, the government party **Centre:** A recent picture from the Yemen shows the Imam with his bodyguard **Far left:** In Washington during his six-day visit, King Hussein of Jordan replies to President Johnson's speech of welcome

Algeria, a socialist revolution is also under way but under very different conditions. President Bella has his opponents but at the recent National Congress of the National Liberation Front in Algiers, which was boycotted by most of the founder-members of the FLN, Ben Bella proved too strong for even such an impressive show of opposition. Unlike the Baath socialists in Syria and President Nasser in Egypt, Ben Bella has not had to impose nationalisation and land-reform on an unwilling middle-class. Most of the victims have been French. Ben Bella's class-struggle was won for him when the war of liberation ended two years ago. His problem now is to make what he calls " democratic centralism " work, in other words to turn what was once a liberation front into a political elite, which can push forward the experiment of workers' self-management in agriculture and eventually in industry. It is an experiment which may or may not succeed. Much will depend on whether Ben Bella's political opponents manage to achieve some degree of unity among themselves or whether they remain divided and confine themselves to boycotting. But much will also depend upon the army. So far President Ben Bella and the army chief, Colonel Bonmedienne, have established a working agreement and army support for the President seems assured. But in Algeria, as in so many other Arab countries, while the schoolmaster chalks up the politician's slogans and the schoolboy rubs them out, it is the army that decides, for the time being at least, whether the slogan will survive or not.

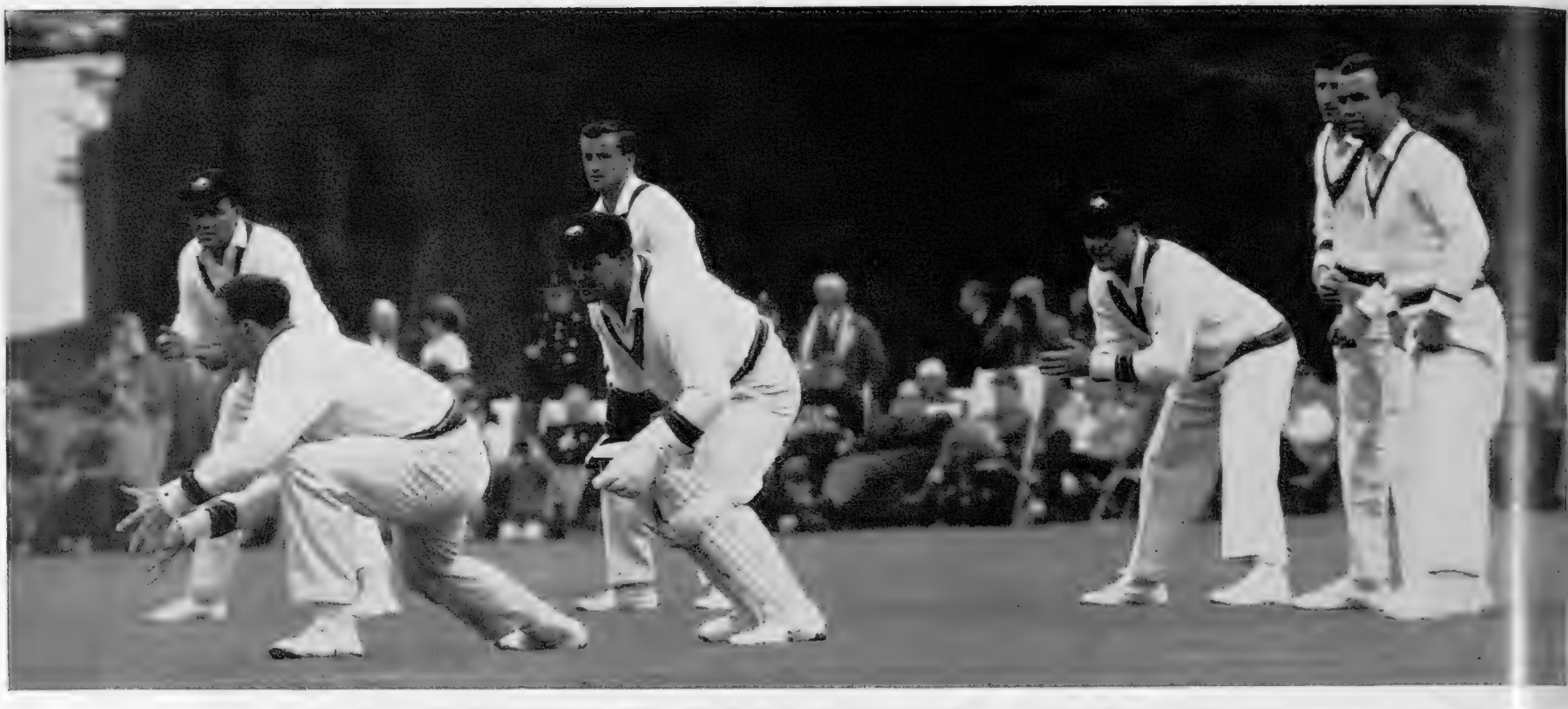
Algeria has been described as a one-party state without a party. The same could be said of Egypt and indeed also of the military regimes in Iraq and Sudan. Nasser and Ben Bella are both aware that if the military coup is to develop into a permanent revolution, it must command the support or at least the sympathy of the mass of the people and canalise it. Hence the National Assembly in Egypt and the National Congress of the FLN in Algeria. But in both cases the presence of a popular and dynamic leader is vital.

In Syria there is a ready-made political party with the army ostensibly behind it but without a leader who is sufficiently strong to stamp out or to disarm opposition. So some form of compromise seems inevitable either with the anti-Nasser or with the pro-Nasser wing of the Baath party. Whichever form the compromise takes, there is an implicit dependence upon leadership elsewhere. One of the chronic weaknesses of Syrian politicians and military leaders for years now has been that they have felt it necessary to keep looking over their left or right shoulder, a reflex which hardly inspires confidence. It is not without significance that the Jordanian monarchy in the able and courageous hands of King Hussein has achieved a degree of stability which must be the envy of his Syrian neighbours. And if King Hussein has patched up his long quarrel with President Nasser, there is no indication that he has had to make any unwelcome concessions. Indeed the King has been touring the Middle East and the United States as a spokesman for the Arab cause against Israel without Cairo so much as suggesting that, as an hereditary monarch, he is not exactly representative of the republican regimes that have sprung up elsewhere in the Arab world and have, indeed, become the self-appointed champions of Arab unity.

And it is fair to say that these same champions, principally the Presidents of Iraq, the UAR and Algeria, have shown remarkable realism in deciding to concentrate on making their domestic social revolutions work before committing themselves to further abortive experiments in Arab unity. The stalemate in the Yemen still remains, but if President Nasser's reconciliation with King Hussein and the strengthening of Prince Feisal's position in Saudi Arabia can be taken as pointers, then the latter's forthcoming visit to Cairo may lead to some kind of compromise which will relieve both parties of a commitment which is embarrassing and unproductive. The moral would then be that, in inter-Arab affairs at least, socialism was taking priority over soldiers and possibly even over slogans.

D. J. S. Thomson

MEETING PLACES



Above: Australian fielders around the wicket during the Duke of Norfolk's XI's innings at Arundel. The Australian tourists, as is customary, made their first appearance in a one-day match against the Duke's side, which contained three England captains, and won by four wickets. For the Australians N. O'Neill hit a splendid 61. And for the Duke's XI M. C. Cowdrey scored 70. There were 10,000 spectators at the match which raised £3,000 for the National Playing Fields Association

Right: Meeting in a New York theatre are two erstwhile rivals for the American Presidency. Ex-President Harry S. Truman is on the left, and Mr Thomas E. Dewey is on the right. Dewey fought Truman in the latter's surprise victory in 1948. Four years earlier he had fought against President Roosevelt

Right: M Gaston Deferre, the French politician who is to contest the Presidency of France next year, arrives at No. 10 Downing Street, London, for a meeting with Sir Alec Douglas-Home. M Deferre, who is 53, is a Socialist and Mayor of Marseilles. Later in his visit to London he saw Mr Harold Wilson and other Labour politicians

Left: In New Delhi, Dr Ralph Bunche (left), the United Nations Under-Secretary for Political Affairs, receives a warm welcome from the Indian Prime Minister, Mr Jawaharlal Nehru. Coming from a visit to Cyprus, Dr Bunche was in India to start an on-the-spot inquiry into the Kashmir problem

Above: Talking together while attending the Shakespeare Centenary Celebration in Stratford-upon-Avon are Lord Avon and Mr Eugene Black of the American Shakespeare Committee, who has just opened the Shakespeare Centre. On the right is Lady Eden. Lord Avon proposed the toast of the Immortal Bard at the luncheon given for distinguished guests, and also read a message from the Queen. Besides the plays, the day's celebrations at Stratford ended with an anniversary ball and a gala firework display

Above: Admiral of the Fleet, Lord Mountbatten of Burma, is greeted by the Chairman of Burberry's Ltd., Mr W. S. Peacock (left), and Lord Mancroft (centre), the Deputy Chairman of the store, in Haymarket, London. Then Lord Mountbatten opened an exhibition celebrating the formation of the Royal Marines 300 years ago

Left: In the Tirreno Sea off the coast of Italy, King Frederik IX of Denmark and the Italian President Antonio Segni stand on the bridge of the *Andrea Doria*, an Italian cruiser, to watch a naval review of the 1st Naval Division. King Frederik, Queen Ingrid and Princess Benedikte were on a three-day visit to Italy

A LONDON NEWSLETTER

13-15, John Adam Street, London, WC2

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Punishment fit the crime

Some of the sentences imposed on the convicted train robbers by Mr Justice Davies are exemplary indeed. Unless altered in the Court of Appeal, they should have a deterrent effect on a shocking form of crime, both too fashionable and too successful. Most of the convicted men had been in prison before and are living examples of the failure of our Penal Code, which at last a Royal Commission will critically examine for its blatant failures and lack of realism. The judge took all the time (and no doubt advice) necessary for cool and calm judgment before he made an example of the chief offenders; the long terms imposed which, even with remissions, amount to life sentences for many of the convicted, indicate that the forces of law and order have decided *Il faut en finir* with this particular form of robbery-under-arms—and high time, too. For the men so far convicted, it proved to be a crime which cannot have paid and cannot in the far future pay a dividend. Some may have passed a few hundreds in notes to bookmakers, while they lived in daily dread of apprehension; the bulk of the swag was never negotiable; much of it will rot or cease to be legal tender before the younger convicts emerge. The less conspicuous jobs in this line pay best. Diamonds or gold bars are one thing; £2 million in banknotes is a target which the Moriartys are unlikely to aim at again. Five years hence, perhaps, a new Penal Code will be evolved to check criminal tendencies at the source, and to improve the chances of reformation and rehabilitation by providing hard and useful work in prisons, paid at reasonable rates, the earnings to be allocated to the prisoner's family, to indemnity for his crime and a nest-egg to enable him to make a fresh start. The Commission might reconsider also the deterrent and example value of the "Scarlet Letter" of old days. A time may even come when the lesser criminal will live with his family, work and earn under police supervision and be known to his neighbours by a distinctive dress.

"Onlie begetter"

Whether or no the greatest of all Shakespeare mysteries has been solved, as claimed by Dr Leslie Hotson, I have been deeply interested in his painstaking researches to prove the claim of William Hatcliffe of Grimsby to be "Mr W. H." of the Sonnets. His is as good a guess as we have yet heard, and one based on wider and deeper research than any other I have examined. Yet I wish he had resisted the temptation to be seduced by cryptogrammic evidence. Admittedly the Elizabethans made use of cryptograms, but cryptograms, like statistics, can "prove anything" as the Baconians for years have demonstrated. If the Elizabethans were experts in that hidden writing, their cryptograms would be *perfect*, for they would have fitted their verses *exactly* to produce the desired message. Any schoolboy can do it, if the result is necessarily crude, by fitting his couplet to the skeleton of his message. For example:

"Jackson of Hog's Norton
Gashed old Roger's eye"

is a perfect (if simple) cryptogram which reveals the name of the author of this Newsletter! But when the cryptogram must be extracted from an existing couplet, invariably "allowances" have to be made and rules have to be broken to force the message you claim the poet concealed. I don't think an experienced cryptogrammist would accept such conditions. An Elizabethan poet would have managed to marry a perfect cryptogram to a *poetic* couplet. Still, it's an excellent and exciting literary who-dun-it which Dr Hotson has given us as his quatercentenary thesis.

Cryptomania—Ad absurdum

Let me quote an old cutting which appeared in the press years ago over the signature, G. H. Faber. I filed it as a reminder that a cryptogram can be "discovered" to "prove anything":

> "The fallacy that Shakespeare wrote his own plays is easily disproved by a study of the fourth letter from the end of his play titles:
>
> MacBeth
> Othello
> Comedy of Errors
> Merchant of Venice
> Antony and Cleopatra
> Midsummer Night's Dream
> Merry Wives of Windsor
> Measure for Measure
> Much ado about Nothing
> Coriolanus
> All's well that ends well."

Pipe symbol

Pipe smoking in Edwardian days, in London at any rate, was frowned on by fashion, but it was a symbol of moral conduct and anti-snobbery. In those days a father would advise his undergraduate son, if he walked down Piccadilly at night, to smoke a pipe. By so

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Above: The bugle which is claimed to have been used to start the Charge of the Light Brigade at Balaclava in 1854 is sounded by a bandsman of the 17/21st Lancers. It was sold for £1,600 at Sotheby's in London last week

Left: Canon Charles Mortlock (left) talks with Mr Marshall Sisson of Godmanchester, US, who is supervising the removal of the blitzed church of St. Mary-the-Virgin-in-Aldermanbury to a site in Fulton, Missouri. The church is to be a memorial to Sir Winston Churchill's "Iron Curtain" speech at Fulton in 1946. St. Mary's was designed and built in 1670-76 by Sir Christopher Wren. It was gutted by fire in 1941 by a German incendiary bomb

Far left: A timber church which can be factory-made in three weeks complete with organ. It was the centrepiece in the recent Church and School Exhibition in London

doing, he would avoid the importunities of ladies of the pavement. Pipe smoking today is a symbol and an image-maker among certain politicians and public men, but some of them need training. Baldwin managed to keep his pipe alight between bursts of talk. Mr Wilson and Lord Francis-Williams smoke more matches than tobacco when they face the camera, and I doubt if they get a tithe of the possible pleasure to be derived from pipe smoking, as they indulge this signature-tune symbolism. A cigarette has just one advantage over a pipe. It will stay alight through the longest sentence (even through a short speech). As I recall, it was the pipe, not the smoke issuing from it, which convinced the ladies of the town in Edwardian days that the passer-by was not good business, and it may well be that an empty pipe would do the trick as a democratic image-maker for public men. Chamberlain's umbrella was more symbolic than utilitarian. I have, since I began to smoke in 1893, seen my humble ounce of tobacco rise in cost from 7½d to 5s 7½d. I bitterly resent that the pipe smoker should be still further singled out to share the heaviest burden of taxation. For pipe-smoking is still a symbol of respectability and moderation and even the doctors acquit it of lethal danger to health. However, I have to admit that the new imposition only adds 24s a year to the cost of my chief vice. And what is that among so many? A Chancellor of feeling would have raised the wind on gambling (which is not my vice) and would have done something to exempt from penal taxation "unearned" incomes which are derived from the sweat and savings of retired workers. As for my hope that he would allow the octogenarian to benefit from the "Old Age" pension, it was only a pipe dream. A heartless, unimaginative Chancellor, in my prejudiced view.

Guiding light

"The Government have done right in raising the salaries of Chairmen and members of the Boards of Nationalised Industries . . . . Only the envious or the ignorant will question the Treasury's wisdom." So pronounces *The Times*. But the idealist, the patriot or even the squeamish, may dislike the accepted principle that only by bribing can you obtain the best available men for the nation's service. This Government, and no doubt all governments today, base their guiding light on money. A man is as big as his income, as important as his salary. Governments also very carefully seed in importance on a strictly commercial basis the various professions that in some sort benefit the State. Religion, medicine and teaching are below the line. The parson, the doctor, the nurse, and the schoolteacher can very well rub along as they are, passing rich on £900 to £2,000 a year. The best brains must be bought for the big business. Never for one moment does it occur to our leaders in our affluent society that leadership implies the setting of an example from the top, an example of restraint and self sacrifice in the general scramble for more money; a still, small voice whispering of the ideal of patriotic service, based not on financial reward but on the willingness to employ individual talents in the job best suited for such talents for the good of the nation. No one supposes that money is the only or final consideration of these "best brains." They have plenty of other rewards including satisfaction in a difficult job well done. They must be freed from anxiety and assured of a dignified standard of living. It is not altogether unreasonable in an idealist to argue that their "status symbol" should be their success in their allotted jobs and not the money they earn from those jobs. Our affluent society emerges stark naked—and not in the least ashamed. Money talks—indeed it never stops talking.

Too confident?

No doubt, in good times and bad, Cabinet Ministers must rely on optimism. "In quietness and confidence shall be your strength." Quietness is at all times a virtue. A high degree of confidence is least dangerous when a government's term of office is still young. Mr Maudling and the Premier alike see no room for doubt about continued expansion; they see exports moving to higher and higher levels and investment ever soaring in manufacturing industry. In the changes and chances of modern life, such supreme confidence might be justified in a government with a certainty of 5½ years of power. It can hardly be justified in a government sure of only 5½ *months* of power. It is difficult to believe that the Tories are wholly confident of winning the General Election—the pointers in the opposite direction are many and strong—and, accordingly, one must assume that the Chancellor's and Premier's confidence is to some extent a pre-election confidence trick. Any government which prophesies continued prosperity and continuous expansion needs all the time in the world to assure the public that hopes deferred for the moment are still just round the corner. Too often in the recent past, trade setbacks and even world slumps, from unforeseen causes, have come unheralded. *The Old Stager*

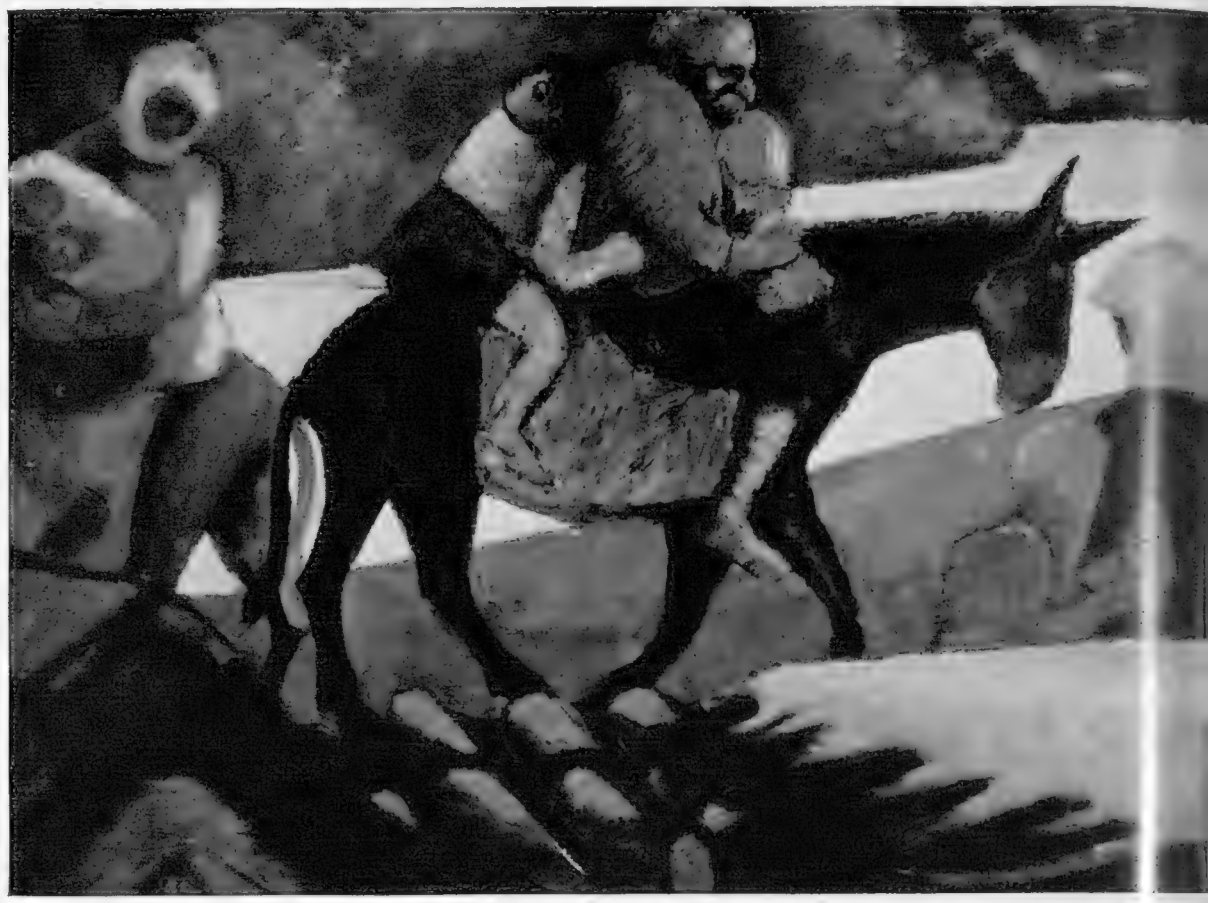
The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH

158 **GREAT BRITAIN**
Two " Firsts " in Art

Currently, until May 3, there are a couple of one-man exhibitions at the Commonwealth Institute in Kensington, London, which merit close attention. One is of paintings by A. Diamantis, of Cyprus. Born on that island in 1900, he graduated from the Royal College of Art in London in 1923 and then returned home to paint and teach. The exhibits in the Commonwealth Institute range in date from 1932 until last year. The earliest is " My Mother " and among the latest is " The Donkey Riders." The influences of the 1920's and 1930's have remained strong on Diamantis but he cannot be typed as belonging to a particular school. What impresses about him is the intensity of his feeling.

Feeling of a religious nature is clear in the work of Max Moodie of New Zealand, the other artist being exhibited. He is an architect by profession but he " came to England to paint." Born in 1926 he studied in Wellington and Auckland and his training as an architect shows in his drawings and in his original interpretation in still-life groups which form the bulk of his work. In Moodie, New Zealand has a painter who can certainly stand up to comparison with the plethora of fine artists Australia has produced.



Above: " The Old Church " by A. Diamantis, the Cypriot artist, in the exhibition of his work at the Commonwealth Institute in London

Top: Another painting by Diamantis is "The Donkey Riders"

Right: " My Mother," dated 1932, by Diamantis

Top right: " White Jug and Reflections " by Max Moodie from New Zealand. He is the other artist in the two-man exhibition

Far right: The High Commissioner's office in the new British High Commission building in Ottawa. It was opened last month by Mr Duncan Sandys, Britain's Secretary of State for Commonwealth Relations, and accommodates a staff of about 250 who were previously scattered in various premises in Ottawa

BOOK REVIEWS

Capitalism and Slavery by Eric Williams, André Deutsch. 30s, paperback 15s.

History of the People of Trinidad and Tobago by Eric Williams: André Duetsch. 30s, paperback 15s.

Capitalism and Slavery was published in America in 1943. One's first reaction on reading it is to ask why on earth it has not been published in Britain long before now. Without any doubt it is a standard work for students of economic history, the Commonwealth and sound style. Dr Williams is Prime Minister of Trinidad and Tobago. Two years ago during the last Commonwealth Prime Ministers' Conference I interviewed him and recorded in *The Sphere*: " He approaches all problems with the sense of balance to be found in someone who has spent much of his active life in the study of history and the social sciences." This sense of balance is amply revealed in *Capitalism and Slavery*. The author's theme is that the suppression of the slave trade and the abolition of slavery in the British Empire only became practicable when economic expedients permitted. Slavery was essential in the sugar colonies of the Caribbean for the production on a large scale for the export market. Once that production decreased, as it did in the early years of the 19th century, then slavery ceased to be a necessity as far as the sugar islands were concerned. But not for the cotton producing North American mainland.

Dr Williams points to the landmark of the American Revolution in Britain's economic history. " Far from being a national disaster, as it was generally regarded in England and the world at the time, American independence in reality marked the end of an outworn age and the emergence of a new." Taking stock of its position, Britain found sugar production no longer paid, due to the emergence of rival producers, and so turned to initiate the Industrial Revolution and the wealth accruing from it.

There are passages almost Gibbonesque in their irony about some of the families whose fortunes were founded upon slavery and sugar, among them the Beckfords and the Gladstones. Dr Williams does not treat the abolitionists as mere cogs in the economic wheel. "The humanitarians were the spearhead of the onslaught which destroyed the West Indian system and freed the Negro. But their importance has been seriously misunderstood and grossly exaggerated by men who have sacrificed scholarship and, like the scholastics of old, placed faith before reason and evidence."

In his introduction, Professor D. W. Brogan, whose pupil the author once was, sums up the lesson of the book as " Where your treasure is, there will your heart be also." Some will not agree with this interpretation of history. But none will deny Dr Williams is a refreshing and stimulating historian.

Dr Williams' other book, *The History of Trinidad and Tobago*, was written in a few weeks to mark Independence Day. In his own words it tells " the story of the travails and tribulations of a British Colony which, after a hundred and sixty five years of crown colony rule, achieved its independence on August 31, 1962." Its aim is " to provide the people of Trinidad and Tobago with a National History." Here again scholarship shines through the pages but since the author had to combine writing with being Prime Minister, there is not quite the penetrating analysis of his masterpiece *Capitalism and Slavery*.

Charles Dimont

Above: Field Marshal Lord Slim presides at the annual meeting of the Fairbridge Society held in London. On his right, General D. C. Hawthorn, the Society's new Director and Secretary. The Society organises the emigration of children to Canada and Australia

Above centre: A favourite Australian resort for boating is Victoria's big reservoir which was created by the erection of the Eildon Dam. It is due to this dam that nearly half the irrigated area of Australia lies within Victoria. [" Importance of Dams," pages 177-184]

HONG KONG'S PHOENIX TOWN

160 It was a double tragedy for the people of the small market town of Shek Wu Hui in the British Crown Colony of Hong Kong. For the second time in a year, fire had gutted the town, and more than half of the 5,000 inhabitants had been made homeless. But even as the bulldozers moved in, finally demolishing the charred ruins, the people refused to believe their town would die.

Impressed by the spirit of Shek Wu Hui, the Hong Kong Government advanced long-term loans towards building new shops and flats, and re-creating the town's thriving market place. With gifts of money from the colony's charitable institutions and with the help of government subsidies, a medical clinic, a social welfare centre, a primary school and a library took shape alongside the new homes and shops. And not least of all, a fire station was built.

But even with a new town, tradition is precious and vital to the Chinese people of Hong Kong and so when re-building was almost complete, a period of thanksgiving prayers and festivities was planned to invoke the blessings of the legendary gods.

First, the rural committee had to choose an emblem for their town. They decided upon a phoenix rising from the flames, which to the Chinese symbolises good luck and prosperity, without realising that in Western mythology it also implies rebirth or regeneration. Then they planned an inaugural festival which would outshine anything ever seen before in all of Hong Kong's colourful pageantry.

The inauguration of the new town was signalled with the release of hundreds of coloured balloons, and the deafening roar from several thousand fire-crackers. Then a mile-long, noisy, colourful procession snaked its way into a grandstand arena. For two hours a fantasia of noise and colour continued, climaxing with the appearance of a 200-ft.-long silver dragon. **Robert Forrest**

Above: The start of the festival procession to mark the rebuilding of Shek Wu Hui. Young men representing welfare and trade societies carry banners before the first of the colourful floats

Above right: The "Happy Buddha" leads a group of lion dancers

Right: Two of the town's elders prepare an offering to the gods so that the town may enjoy prosperity and good fortune

Far right: A 200-ft.-long silver dragon, borne by 60 men, weaves its noisy way through the town's new streets to the celebration in an arena

上水圍各界慶祝石湖墟重建新市落成典禮

INAUGURAL CELEBRATION OF THE REBUILDING OF SHEK WU HUI

ROUND THE MOON AT PITLOCHRY

162 *Ring Round The Moon* is the second of six plays in the current repertoire of the Pitlochry Festival Theatre Company. The Festival was founded at Pitlochry in the Scottish county of Perthshire in 1951 by the late John Stewart, and this year's season, from April 18 to October 3, is the 14th to have been held. The theatre—"Scotland's Theatre in the Hills"—is run by a Festival Society whose secretary, Kenneth Ireland, is also Festival Director and the organising genius behind the scenes. Plays are presented with the support of the Scottish Committee of the Arts Council of Great Britain.

Ring Round The Moon, the neatly packaged charade by the French dramatist Jean Anouilh, is one of the author's most charming plays. In France it achieved acclaim under the title *L'Invitation au Château*. It is at the château that the principal character, Madame Desmortes, gives a house party in honour of a millionaire's daughter, Diana Messerschmann. To the party she invites her twin nephews, Frederick, Diana's diffident and shy fiancé, and Hugo, the fascinating and heartless man-about-town with whom Diana falls in love. The complications that ensue are eventually resolved by the arrival of Isabelle, a young and beautiful ballet dancer: Madame Desmortes sorts out the couples and the Ring is completed with a happy ending.

Christopher Fry's adaptation of this sparkling play was first produced in England by Peter Brook in 1950. The Pitlochry version follows the original production. Directed by Peter Streuli, it includes the Richard Addinsell music heard for the first time only a few weeks ago on BBC-TV. The setting is by Simon Nicholson, who has been assistant scenic painter for two seasons at Pitlochry. The other plays in the Pitlochry repertoire are *Twelfth Night* (Shakespeare); *Present Laughter* (Noel Coward); *East Lynne* (Mrs Henry Wood); *Daphne Laureola* (James Brodie); and *The Seagull* (Anton Chekhov).

Above right: In *Ring Round The Moon* Isabelle (Bridget Wood), the young and beautiful ballet dancer, is chided by her mother (played by Moira Lamb). Behind them is the crumbling old butler, Joshua (Dennis Holmes)

Right: Madame Desmortes (Sheila Keith) greets the millionaire Messerschmann from her chair. Behind them are Romainville (Jack Lynn), a lepidopterist with his butterfly net, and Hugo (Roland Curram), the more retiring of Madame Desmortes' twin nephews

Above: From left to right in *Ring Round The Moon* at the Pitlochry Festival Theatre are Capulat (Sarah Buchanan); Madame Desmortes; Isabelle's mother; Isabelle; Hugo and Romainville
Left: Miss Keith as Madame Desmortes
Far left: Lady India (Leslie Nunnerley), Messerschmann's mistress, dances with Patrice Bombelles, (Sandor Eles)
Pictures of Scotland follow overleaf

A GRAND SETTING BY SYLVIE NICKELS

" Airlines, railways fight for Scottish routes traffic " announced a headline not so very many weeks ago. Suddenly, the Sassenachs in their restless search for the beautiful, the unspoilt, the historic, the dramatic, have remembered that there are over 30,000 square miles mostly answering that description just north of the border. BEA woo us with stand-by fares; British Railways follow suit (but, alas, only until the end of March). As the independent airlines join the field, coffee snacks served high above the Midlands blossom into full-scale meals. Back on earth, British Railways bring in a new non-stop, all first-class London-Glasgow sleeper service, " The Night Limited," with Pullman " Nightcap Bar," dispensing conviviality in a clubroom atmosphere until 1 a.m. The Scottish tourist business rumbles quietly with activity. Ski lifts multiply in the winter sports centres, chair lifts become longer, Scandinavian-style hotels rise out of the heather, the first snow-making machines create a stir.

Edinburgh, granite-grey and glorious, seems to stand aloof from the trivialities of tourism. The idea of introducing gimmicks here is ludicrous; history has moulded it, nature has surrounded it with the soft rolling Midlothian hills, man has embellished it, but seriously, with city gardens that are among the finest in the world and cultural fare to match (the Edinburgh International Festival takes place this year from August 16 to September 5).

This month it becomes host to another auspicious gathering, the Eighth Congress of the International Commission on Large Dams of the World Power Conference. Members of the Conference from over the border and overseas, however, will soon notice a number of things which belie the surface solemnity of Edinburgh and, indeed, Scotland generally. As they enjoy both humour and hospitality they will no doubt be wondering which saboteur began the myth that the Scots were either dour or mean. They will make other discoveries, including the fact that the country whose national beverage is a household word from Tokyo to Timbuktu cunningly guards the best of her nectars, and that the very tang of the glens can be contained in a glass of whisky.

They will have been told that the scenic beauties of Scotland are particularly attractive in May. I hope they fare climatically as I did in May a couple of years ago, when the banks of wallflowers radiated their own brand of sunshine in Princes Street Gardens, under a sky that needed fear no comparison with that of the Aegean. In similar circumstances, strangers in Edinburgh may be forgiven a moment's bewilderment when they lift their eyes beyond the eastern end of Princes Street and gaze for the first time on 12 lonely columns crowning a hill. Not only the sky, it seems, recalls the Aegean. Edinburgh's Folly, more properly known as the National Memorial, is a magnificent piece of unfinished ambition: the first stages of a Parthenon re-created on this northern acropolis to honour the Scots who fell in the Napoleonic Wars. Building began in 1824; each column cost £1,000, and funds ran out at the point at which you see it today.

Above: Looking west over the City of Edinburgh. The castle is at the top left, and on the right is the Gothic spire of the Sir Walter Scott Monument standing high above the famous Princes Street
Above right: A view of Edinburgh's Royal Mile, which connects the castle and Holyroodhouse Palace
Right: On the Island of Iona, with Iona Abbey at the foot of the hill. St. Columba built a monastery here in 563 and set out to convert the Picts to Christianity

The acropolis on which it stands is Calton Hill and there is no more splendid place to find in the heart of any capital city. From its great green shoulders the views are magnificent; down the straight arrow of Princes Street; across The Mound, which divides West from East Princes Street Gardens, to the formidable hulk of Edinburgh Castle; and far over the city outskirts. Close at hand, rolling hills back the distinctive silhouette of Arthur's Seat and down there in the hollow is the Royal Palace of Holyroodhouse.

Calton Hill can boast other architectural oddities. Towering beside the Folly stands Nelson's Monument, whose even wider views (up 143 steps) can be the only justification for this unbeautiful structure, described as a " battlemented telescope." Nearby a small Greek-like temple commemorates philosopher Dugald Stewart and adds to the Athens illusion. Its architect, W. H. Playfair, did much to perpetuate *continued on page 166*

A GRAND SETTING *continued from page 164*

this illusion, for the colonnaded National Gallery and the Royal Scottish Academy on The Mound are his too, and so, as you will have guessed, is the Folly itself.

From Calton Hill, a cannon points straight down Princes Street and provides a popular scrambling place for cheerful, freckle-faced urchins. Edinburgh is a great place for guns, the most famous being the much-travelled and disputed Mons Meg—probably forged in the 15th century, possibly in Flanders. Cromwell's inventory referred to her as " the great iron murderer called ' Muckle Meg ' "; in 1754 she entered a period of captivity in the Tower of London and there remained until, in 1829, in answer to a plea by Sir Walter Scott, the Duke of Wellington dispatched her back to Scotland. Now she stands in solitude and peace on a platform above a small cemetery for the garrison dogs, close to St. Margaret's Chapel in Edinburgh Castle. Yet another gun impresses and, at times, startles the visitor as, at one o'clock each day, the citizens of Edinburgh set their watches by the voice of the One o'Clock Gun.

The whole of Edinburgh Castle and its surroundings is rewarding, and from the Outlook Tower on Castle Hill there is a fine view down the Royal Mile which leads to Holyroodhouse.

Historic buildings jostle elbows along the Royal Mile. The High Kirk of St. Giles is the dominant silhouette in lofty Gothic; others include the Parliament Hall, where the last parliamentary session was held in 1707, the year of the Union; the National Library, whose memorable documents include the last letter written by Mary, Queen of Scots before her execution: John Knox's House in which he died; the lovely 16th century gabled and timbered Huntly House, now the Municipal Museum. And so one could go on.

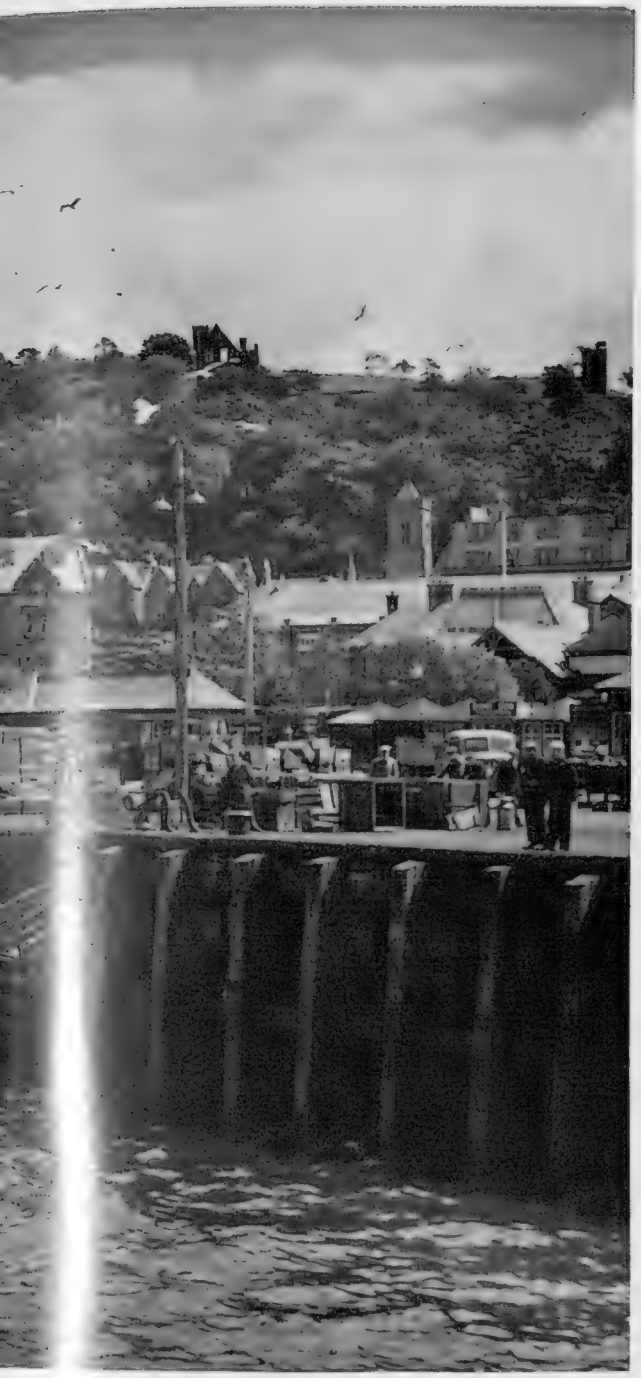
But amid these and the many other famous sights of the Royal Mile is one which is not so well known: the Museum of Childhood at No. 34 High Street, whose purpose is " to preserve bygone articles of culture or general interest relating to children . . . and create a source for the definitive study of all the occupations and vicissitudes of childhood." This nostalgic and charming collection of toys and other items of youthful pursuits takes up four floors linked by winding stone staircases.

Members of the Large Dams Congress have a choice of several study tours from Edinburgh and holiday visitors this summer, whether interested in dams or not, might well follow in some of their footsteps. Most of the itineraries will include Pitlochry, gateway to the Grampians, whose famous drama festival will already be under way (see pictures on pages 162-163) in the same giant tent—now encased—in which it was first held 13 years ago. Pitlochry Dam, incidentally, is responsible for another local attraction: the fish ladder enabling salmon to negotiate this man-made obstacle which now blocks their route to the higher reaches of the River Tummel.

From here, some visitors will head northwards through the Spey Valley resorts and the magnificence of the Cairngorm country to Inverness and, beyond, into the even wilder, emptier vastness of the northern Highlands. They may proceed south-west via Loch Ness and the Great Glen to Fort William, crouching beneath Britain's highest mountain. They could then continue south through grim, beautiful Glen Coe that witnessed the massacre of the Macdonalds in 1692, to cross the splendid desolation of the Moor of Rannoch, or follow the coastal route to Oban. Yet others may circumnavigate Scotland aboard the friendly *Meteor*, as do many holidaymakers on the popular gardens and islands cruises arranged each year by the National Trust for Scotland. Yes, this is a grand country for a conference!

For further information: British Travel and Holidays Association, 64-65, St. James's Street, London, S.W.1; Scottish Tourist Board, 2, Rutland Place, West End, Edinburgh, 1.

Means of access: London-Edinburgh/Glasgow return by BEA, British Eagle, etc., from £8 14s tourist class to £19 18s 1st class (standby fares, £5 16s to £13 6s return). London-Edinburgh by rail, £8 2s 2nd-class return (£1 6s for sleeper one way), £12 4s 1st-class return (£2 for sleeper one way).



Above: A view of Fort William, with Ben Nevis, Britain's highest mountain, (4406 ft.) in the background

Left: The Gleneagles Hotel, Perthshire. Attached to the hotel is the world-famous championship golf course

Centre top: The ancient harbour at Oban on the Firth of Lorne, Argyllshire

Far left: The view from Stirling Castle. The statue is of Robert the Bruce, King of Scotland 1306-29

Below left: Before the modernisation of the Caledonian Canal. A photograph of lock gates being manhandled near Fort Augustus, Inverness-shire. This lock is now hydraulically operated. The canal is 60 miles long and has 29 locks

BRIAN VESEY-FITZGERALD

THE SELFISH AND BELLIGERENT ROBIN

168 Fiona Macleod got a bit carried away when she heard a robin singing in Greece. So moved was she, that she wrote a beautiful poem about it. "On a Redbreast singing at the Grave of Plato."

This very moment surely I have heard
The sudden, swift, incalculable word
That takes me o'er the foam
Of these empurpling, dim Ionian seas,
Takes me home
To where
Far on an isle of the far Hebrides
Sits on a spray of gorse a little home-sweet bird.

And the poem ends:

Greece, Plato, and the Academe forgot
For a robin's song!

In fact, the robin's is not a very notable song. A sweet little song, true: but not to be compared with the song of the blackbird or nightingale, song thrush or mistle thrush, blackcap or garden warbler. We do not really remember the robin for its song: we remember it for its habits.

And really, you know, the robin's habits, *vis-à-vis* other birds, are just those which we do our utmost to eradicate in young humans. The robin is a selfish, belligerent little tough. All robins take a very low view of all other robins (except in the breeding season) and a pretty low view of all other small birds. Watch a robin at a bird table and you must soon come to the conclusion that it is really not a very pleasant character. But in its relationship with humans, the robin is a first-rate psychologist, understanding well how easily humans respond to flattery. We all know how tame—perhaps, generally, it would be more accurate to say "how indifferent"—a robin can become. We find this apparent tameness, this trustfulness, flattering and we go to immense pains to encourage yet closer approach. I ought to know: a robin has pretty well taken over my house and garden, which now seem to be run for its exclusive benefit.

Actually, we have seven robins in the garden: three pairs and one, so far as I can judge, unmated bird. One pair has taken over a nesting-box on the porch by the front door, another a nesting-box in an oak treee within a few yards of the drive; the third pair nest outside the garden, but have a considerable portion of their territory within my boundary. The odd one appears to have no defined territory and, at least when in our company (relying upon us for protection?), takes no notice of the territorial rights of the others.

This is an old bird. He was ill during the winter, fluffed up and wheezing horribly, his beak always half open and exuding a yellowy matter. For this reason he became known as "bronical bobby"; bronical being the local form of bronchial. He spent a good deal of the winter hanging around the house and much time on the window-sill of the kitchen. My wife took to feeding him there, providing a diet that ranged from fats to gingerbread (there was nothing he would not eat), and I am sure that she saved his life; for, with his half-open suppurating beak and his half-closed left eye, he could not possibly have fed himself for long. Now, following his example, a considerable variety of birds (thrushes, blackbirds, greenfinches, tits, sparrows, a pied wagtail) come on to the window-sill, but never while the robin is on it. None of the other robins come, though they come to the bird-tables: the sill is the property of bronical bobby. He does not show the same respect for their property. He follows us all over the quite large garden. We have but to appear, some implement in hand, and there he is; just a few inches away. It is most flattering.

He takes food from the hand, of course. For a long time he would do so only if the hand was laid flat on the ground. Then he would come on to the hand raised a few inches from the ground and then he would hop from a branch on to the hand held level with the branch and almost touching it. And then you had but to hold your hand out and he would fly to it, take the tit-bit and swallow it only a few inches from your feet. But he will not eat on the hand, and always he turns his back on us to eat.

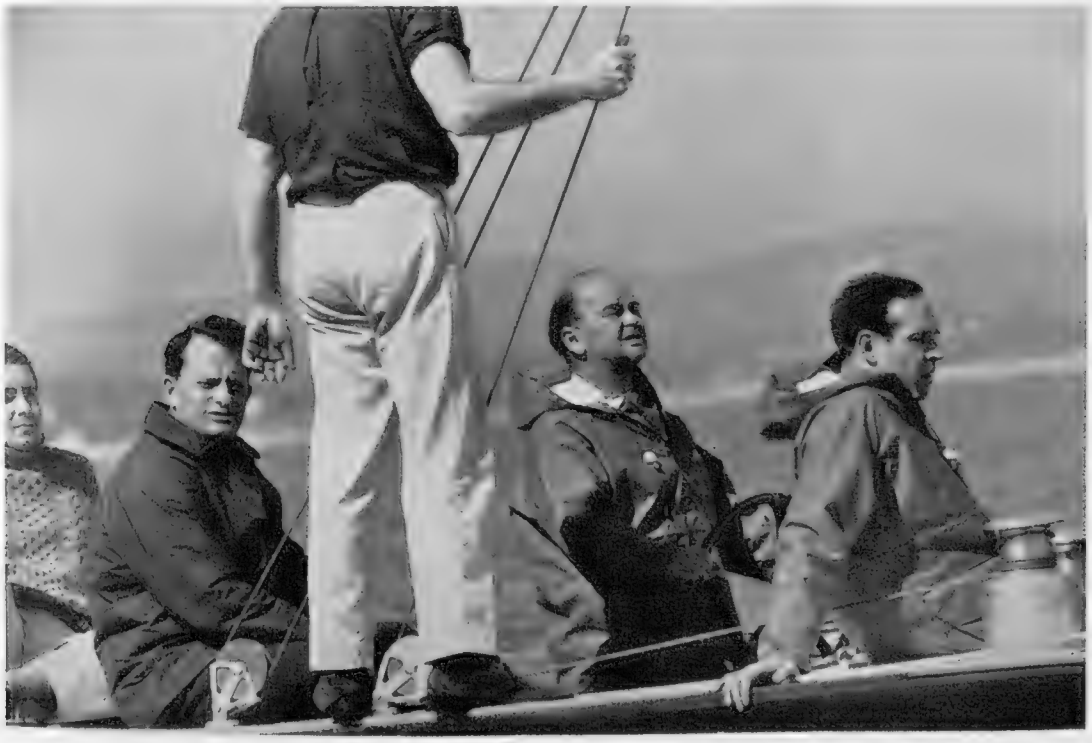
At one time, as I have said, there was nothing he would not eat. That is no longer the case. He is getting more and more particular. At one time, you had but to show him a cockchafer grub and he was on to the hand in a flash. Now he is as fussy about his cockchafer grubs as a gourmet about the way his steak is done. And, though he will still take an occasional snack of gingerbread, shortbread is out. He really is becoming very difficult to please.

The more difficult he becomes, the more my wife tries to please. We come down to breakfast, and there he is on the sill, looking in, waiting. He must not be kept waiting. I can read the births, deaths and marriages. He is there again at lunch. He must not be kept waiting: I can catch up on the leader and the racing news. And, of course, he must have the right sort of food at breakfast and lunch: my wife now goes gardening with an empty jampot into which she puts every grub she comes across, if he happens to be busy eating another one at that moment. The old bird is perfectly fit now. We should leave him to fend for himself; let him find his own grubs in the earth we turn over (as, indeed, he does; darting down to pick up something we cannot even see). But, sitting a few inches from us, he wheedles us with that soft little song. We find a grub, hold it out—sometimes now we have to go to him with outstretched hand, so demanding is he—and then the delicate touch of tiny feet fills you with pride. You feel that you have been very clever, that you have a special power, that you have tamed a wild bird.

Mugs that we are. We have not tamed that robin. He has trained us.

ERIC HOSKING

The robin, a "home-sweet bird." The poets sigh to hear the robin sing, but is his song his only grace?



Above: *Sovereign*, a potential challenger for the America's Cup next September, on trials off Weymouth
Below: Anthony Boyden, second from left, *Sovereign's* owner, and Peter Scott, second from right

GABOR DENES

YACHTING

Of the two Royal Thames Yacht Club contenders for the America's Cup challenge, time, if nothing else, is on the side of Anthony Boyden's *Sovereign*. Owing to labour shortage the launching of *Kurrewa V* was delayed, and afterwards, when she started her painfully slow overland voyage to come south, much of the work that should have been completed at the yard of the builders was still incomplete. Mast and rigging were to be fitted at Southampton but owing to the various delays she will not be ready to sail her first trials with *Sovereign* off the Nab this weekend as had been planned. The joint trials had to be postponed for at least a week.

In the meantime *Sovereign* has been hard at it. Sailing in company with *Sceptre*, off Weymouth, she has been training the crew, testing and tuning gear, often in hard weather conditions with breakages and accidents. There was trouble on board both boats but it is as well for the mishaps to happen at this stage showing up weaknesses which can be put right.

Apart from the time element there are other differences between the two contenders. The two hulls are of identical design, but *Kurrewa V* has a keel which is rounded at the bottom as compared to *Sovereign's* which is wedge-shaped. There are also differences in the deck layout and the placing of hatches. Regarding sails, Bruce Banks, who is one of *Sovereign's* possible helmsmen, has highly scientific ideas, especially in the design of spinnakers. Owen Aisher is responsible for the other boat, which is being lent to the Royal Thames by her owners, the Australian Livingstone brothers.

Sovereign has 17 dedicated men available as crew, so that her sparring partner, *Sceptre*, is also manned by them during the trials. These men have been training hard on board and ashore, while only a few of *Kurrewa's* crew have had much 12 metre sailing practice recently. It will be interesting to see the result of the two entirely different approaches.

As regards helmsmen there is plenty of talent on both sides to choose from. *Kurrewa V's* helmsman has been definitely chosen He is Colonel S. G. (" Stug ") Perry, who is an old hand in 12 metre sailing and was our best performer at the Melbourne Olympics when he won a silver medal in the 5·5 metre class. Relief helmsman and tactician is General Farrant with vast experience of racing in all kinds of classes from dinghies upwards. Very likely the afterguard in this boat will include Owen Aisher, a most successful racing helmsman in his own right.

Eric Maxwell, who is the hot favourite for the helmsman's job in *Sovereign*, is one of our 12 metre helmsmen of long standing. He bought *Sceptre* after her defeat in 1958 and since then has improved her tremendously, especially as regards her sails. Peter Scott, although relatively new to 12 metres is one of the few " born " helmsmen and also a superb navigator and meteorological expert. Bruce Banks who is the third possible choice is the only man who ever won the Prince of Wales Cup and the Burton Trophy in the same year and has a truly scientific approach to the functioning of sails.

HURRY ON FOR MORE

170 **The Last of Spring** by Rupert Croft-Cooke: Putnam. 25s, is a further volume in Mr Croft-Cooke's long autobiographical sequence and runs through the last of the 1920's and the early 1930's when the author was himself between his 25th and his 28th years, " no longer self-consciously seeking experience, but intensely finding it and hurrying on to more." In this period of his life he was successively a bookseller, a lecturer in a Swiss school for the gilded youth of 14 countries and finally a writer whose first novels were published at that time. Rochester, Germany, Cornwall, an old Kentish cottage, Switzerland and Regent's Park were the venues for his adventures whether mild, difficult or eye-opening, and of these he writes with his customary interest in the other people who were in the foreground of his life rather than about himself. A book of great candour and no vanity at all.

Hot For Certainties by Robin Douglas-Home: Longmans. 18s, is a first novel by the successful playwright who is also a pianist and a journalist. Many critics and most audiences have acknowledged his light, true touch with dialogue and this stands him in particularly good stead in a story of a boy's adolescence and young manhood. David is the only child of a broken marriage with a dominating mother and an eccentric semi-alcoholic father. His problems are those of a sensitive, intelligent boy who finds some measure of security only in the undemanding love of his grandparents and has many a dusty answer from his experimenting with first love and his equivocal, misunderstood position at school. This is a sensitively written book about a likeable character and has much of the humour that infects Mr Douglas-Home's plays.

All The Nice Girls by John Winton: Michael Joseph. 16s, brings back into active naval life that stirling character Commander Badger, otherwise known as The Artful Bodger, with yet another of his hair-raising schemes for interfering radically with the running of somebody else's life. His victim this time is Lieutenant Dagwood Jones, RN, who has no intention at all of taking a wife when he arrives in a mercantile city for a long refit to his submarine, but for whom the Badger is far too wily. Tremendously funny and written with the authority of one who is himself a sailor.

A Chosen Sparrow by Vera Caspary: W. H. Allen. 18s, is the story of a girl, a Jewish child, who grows up in a Nazi prison and brings her longing for freedom and her romanticised ideas of her future to post-war Vienna. Few people write with deeper understanding about that completely individual city and, in a sense, it becomes as important to the author's tale as the progress and moral corruption of her young heroine. Extremely readable but, as I say, more for its setting than its central character.

Caravans by James A. Michener: Secker and Warburg. 25s, has the background of Afghanistan and the Hindu Kush, a vast region which the author knows himself and a very far cry from the Hawaii of his earlier best seller. The story he tells is of a young American diplomat from the Embassy in Kabul, ordered to investigate the disappearance of the daughter of a senator. In his travels he is taken up by a nomad caravan leader and finds the girl among the company. This again, full of action as it is, is one of those books in which the background is immensely important. Mr Michener shows his familiarly crisp style and has made an exciting thing of this adventure on the roof of the world.

The Restless Lady by Frances Parkinson Keyes: Eyre and Spottiswoode. 18s, is a collection of short stories, all of them unexceptionably readable and divided for our entertainment into four sections through which Mrs Keyes surveys the world she knows and the people she has imagined. The title story is one of three dealing with Washington and the outside world; six others are set in the Washington of the '20's; three in Virginia, past and present, and four move southwards from New England to New Orleans.

African Stories by Doris Lessing: Michael Joseph. 30s, contains four new stories, four that have been published before and the whole of *This Was The Old Chief's Country*. In her preface Mrs Lessing says that: " Writers brought up in Africa have many advantages—being at the centre of a modern battlefield; part of a society in rapid, dramatic change. But in a long run it can also be a handicap: to wake up every morning with one's eyes on a fresh evidence of inhumanity . . . can be limiting." Whether that is true or not these stories take us into another world and have a beauty, a fierceness and a humanity that are the gift of a very exceptional writer.

Comrade Don Camille by Giovanni Guareschi: Gollancz. 16s, translated by Frances Frenaye. These are further adventures, in the form of a continuous novel, of that irrepressible Italian priest who refers everything in the most direct terms to the Deity and has a constant love-hate relationship with the communistically inclined local mayor. Wonderfully happy reading, as fresh and inventive as ever.

Nothing Like the Sun by Anthony Burgess: Heinemann. 21s, comes aptly in this quatercentenary year for it is a story of Shakespeare's love life; a fresh version and a new theory of that much discussed, much commented situation. Mr Burgess provides his own answers to some of the enigmas in the poet's behaviour: his relationship with the Earl of Southampton, his love for Anne Hathaway and the identity of the Dark Lady. His narrative sweeps the reader along from the 1570's to the 1590's and has a great feeling

EVERY INCH AN EMPRESS

The Empress Eugénie by Harold Kurtz: Hamish Hamilton. 50s.
The Memoirs of the Earl of Kilmuir Weidenfeld and Nicolson. 42s.
Bulleid: Last Giant of Steam by Sean Day-Lewis: Allen and Unwin. 40s.
A History of the USA: from Wilson to Kennedy by André Maurois: Weidenfeld and Nicolson. 36s.
A History of the USSR: from Lenin to Krushchev by Louis Aragon: Weidenfeld and Nicolson. 63s.
All in the Same Boat by Earle and Barbara Reynolds: Arthur Barker. 30s.

The Empress Eugénie, Consort of Napoleon III, lived for 94 years and two months. Her biographer, Harold Kurtz, declares that at a conservative estimate three lies were told about her for each day of her long life, two *per diem* by her enemies and one by her friends. To piece together a more truthful picture has been a lengthy process, demanding much research; but the author's unhindered access to documentary material scattered throughout Europe has been the key to success, and here we have a story of a woman of beauty, elegance and charm, who in the heyday of the imperial regime gave it brilliancy and lustre. When the whole fabric collapsed she was one of the few who showed calmness and courage in the face of revolution, and serenity amid the tribulations of exile, albeit a comfortable exile enjoying the friendship of Queen Victoria and the English court. Eugénie's life spanned a vast measure in time. Born in Granada in May, 1826, the daughter of a Grandee of Spain, her mother being a daughter of an American Vice-Consul in Malaga, she died in Madrid in July, 1920, while on a visit to the Queen of Spain, who was her favourite god-daughter. Harold Kurtz brings a wealth of material and fine descriptive powers to bear on this biography of one who triumphed over grandeur and adversity, and never, even at the end, lost her delight in life. Her chief feature may have been charm, but her power of decision-making was a very marked characteristic. Over and above all, Queen Eugénie never betrayed anyone, or any cause.

Lord Kilmuir's autobiography focuses upon 25 years of political adventure, ending in the attainment of that cherished office, the Lord Chancellorship. The highlight of these memoirs is the account of the Nuremberg trials, and particularly the cross-examination of Hermann Goering, " whose ability we had been inclined to underestimate." Lord Kilmuir describes Goering at this stage as suave, shrewd, adroit, capable, resourceful, the complete master of the situation. On the Macmillan Epoch, as he calls it, Lord Kilmuir is notably frank, declaring that as early as 1959 he and his colleagues were groping for a non-materialistic policy. Younger people, he says, sought a new standard to gather round. One thing is quite certain from these pages, Lord Kilmuir vastly enjoyed his political career, and he writes about it with refreshing zest.

In the middle '50's of the present century it was finally confirmed that the future of British Railways lay with electrification and, where this was not economical, with diesel power. The slaughter of steam engines, with years of useful life in them, was about to begin; the age of steam was over, but not without a struggle. Among those who fought for steam to the end was O. V. S. Bulleid, the creator of the Pacific type locomotives, and an unorthodox but brilliant practitioner of railway engineering. In *Bulleid: Last Giant of Steam*, Sean Day-Lewis tells the story of this distinguished servant of the railways who foresaw so clearly that the diesels would have serious growing pains, not least because all thought of standardisation was lost as the number of diesel types reached the

of pace and immediacy. Without doubt the book itself is capable of starting a controversy and is all the more entertaining for that.

The Concubine by Norah Lofts: Hutchinson. 21s, tells the story of young Anne Boleyn, short and tragic as it was, and tells it, I think, inimitably. Anne was Henry VIII's second wife, referred to by the Spanish Ambassador in his despatches as "the concubine," and brought to the block on the day when Henry rode off to marry Jane Seymour. It is a bitter tale, yet a fascinating one and Anne's own character has seldom been explored more profoundly or tenderly than by this writer.

The Crime of Colin Wise by Michael Underwood: Macdonald. 12s 6d, illustrates that theory so often proved by the law that a criminal's greatest danger lies in his own vanity. The crime here is murder and Mr Underwood has written an absorbing story full of ingenuity even to the last page, and with some pleasantly unstereotyped characters.

Quin's Hide by Margaret Summerton: Hodder and Stoughton. 16s, could be termed a psychological thriller. It is concerned with a girl whose obvious advantages in having a devoted family, an interesting job and a faithful love prove to be no protection when the ugly fact of murder is thrust into her life.

Mr Holmes and the Fair Armenian by Conrad Voss Bark: Macdonald. 12s 6d, shows this Parliamentary Correspondent in his contrasted career as a writer of espionage stories. His Mr Holmes of the Special Branch is an attractive creation and this new adventure of his, concerning top secret conversations between the President in the White House and the Prime Minister in Downing Street, has more than a little excitement to it.

Vernon Fane

century mark, many of them bought straight from the drawing board. If there had been a few more men like Bulleid about, steam would not have been pushed out with such unceremonious haste. This is a biography for the railway enthusiast essentially, but deserving of making a distinctly wider impact.

A History of the USA: from Wilson to Kennedy has been written by André Maurois as a companion volume to Louis Aragon's *A History of the USSR: from Lenin to Krushchev*. M Maurois has attempted to make an entirely new assessment of the American role in the 20th-century world, and his starting date, 1912 and the Wilson era, marks the beginning of American involvement on a global scale. M Maurois develops the theme with characteristic insight and breadth of vision. The golden thread he sees running through American life is the liberal spirit stemming from the Lincoln and Jefferson traditions.

Earle and Barbara Reynolds built their own boat and sailed round the world with their son, their daughter, three young Japanese who had never been to sea before and the family cat. The voyage lasted five years and nine months. Now they tell the story in *All in the Same Boat*, and the result is a must for every yachtsman and armchair traveller.

Richard Edmonds

PHOTOGRAPHED BY TOM HUSTLER

THE CLAIMANT

IN *The Claimant*, Cathleen Nesbitt, who plays Lady Headleigh, decides to recognise Eric Portman (The Claimant) as her son and heir after the court has decided that he is an impostor. *Left:* The Butler, played by John Rutland, at first fails to recognise The Claimant. The production, which was due to open at the Comedy Theatre, London, on April 30, sees the return to the London theatre of Eric Portman and Cathleen Nesbitt after an absence of nearly ten years. The play, a comedy-thriller, is by Robin Maugham and is based on the Tichborne case of the 1870's.

THE ITALIAN CHALLENGE

172 I flew to Turin to try out, in the hills of northern Italy, the first entirely new Fiat model to be announced since 1961: the Fiat 850, a rear-engined, two-door, four-seat economy saloon of 843 c.c. which does 75 m.p.h. in top gear and fills a gap in the extensive Fiat range between the rear-engined 600 c.c. model (which in the UK costs £494) and the 1,100 c.c. saloon (which in Britain has a price tag of £699). This new Italian car is a challenger, in world markets, to Britain's £448, 848 c.c., front-wheel-drive BMC Mini and the £508, 875 c.c., rear-engined Hillman Imp. It seems a bigger car than either—though the impression may be false—and as the top two ratios of an excellent, all-synchromesh, four-speed gearbox are a bit on the high side you have to stir the pudding fairly energetically to get the best out of this attractive little car.

It has pleasing, rounded lines and the sloping rear window helps to give the 850 a good aerodynamic shape. The front seats are separate, with individual adjustment, and the back of the rear bench seat folds down to give extra room for baggage when the car is used as a two-seater. A screen washer is standard equipment and there is an anti-smog device which recirculates engine blow-by gases and so prevents their getting out into the atmosphere.

The independent front suspension is by transverse leaf springs. The sealed cooling system uses a plastic fan and there is a translucent plastic expansion tank so that the level of the coolant can be easily checked. Interior equipment includes grab handles for all three passengers (and I found them most useful when trying out the back seat with a colleague driving flat out over winding roads!) and finned, rotating ventilators on the dashboard to feed air either to the screen or to the car's interior.

Production target for the 850 is 1,000 units a day. Home deliveries start at once but the car will not be available in the UK until later this year. Last year Fiat car output averaged close on 4,000 units a day, with the rear-engined 500 and 600 models accounting for some 2,300 of them.

Count Biscaretti Auto Museum

During my trip to Italy I paid my first visit to Turin's superb automobile museum, named after Count Biscaretti, the motoring enthusiast who inspired it and who regrettably died the year before it was opened in 1960. More than 400 exhibits, including a large and virtually priceless collection of cars, motorcycles, bicycles and trucks, are housed in a building of fascinating design overlooking the River Po. The architect, whom I salute, was Amedeo Albertini. His creation was built on a site given for the purpose by the civic authorities.

The idea of an automobile museum in Turin—where Fiat cars are built—was first actively worked on in 1932 and Count Biscaretti got together a remarkable collection of historic cars which were temporarily housed in the City Stadium.

In 1956 the Italian car firms—Fiat, Lancia, Alfa-Romeo and the rest—joined forces with the Agnelli family (which owns Fiat, anyway) to provide a permanent home for the Biscaretti collection. They were later joined by a variety of other organisations, including tyre, petrol and insurance firms, in financing the museum which graces Turin today and which has, in addition to the car exhibits, a library containing 5,000 motoring books in a dozen different languages.

My guide showed me first of all the 1893 Benz Victoria which, built by Karl Benz, was the first four-wheeled car. It has a single 2·2-litre cylinder, set horizontally at the back and there are candle headlamps. " You can perhaps hear her voice " was the charming comment of my guide as he sounded the sonorous bulb horn.

The most fantastic exhibit is the 1854 Bordini, Italy's sole surviving steam car: a huge contraption which more closely resembles a railway engine in fancy dress. For sheer splendour I choose the 1909 Itala, whose four-cylinder engine has a capacity of 7½ litres. I thought British cars were not too well represented, especially in the racing car section, where Italy's Alfas, Ferraris and Maseratis naturally have pride of place.

Getting down the m.p.g.

One of the most interesting features of the tenth Mobil Economy Run, a 1,100-mile event which started and finished at Bournemouth, was the m.p.g. " battle " between the BMC Minis and the Hillman Imps. The Minis came out on top, capturing the first three places in the one-litre class, the best performance being that of Mr Joe Lowrey, well-known technical writer, who returned the most economical average of the whole field in his Wolseley Hornet, with 60·67 m.p.g.

After the rally he had this advice for frugal motorists: " Get into the habit of anticipating what the traffic in front of you is going to do. If you see people are going to have to stop, you don't waste petrol accelerating." Mr Lowrey said he did not think the Mobil rally m.p.g. figures could be matched in ordinary, everyday driving, but it should be possible for any driver to get an m.p.g. figure half-way between his present normal average and the rally figures.

The Mobil route took competitors through the south of England, Wales and the Midlands. There were 38 starters out of an entry limited to 40 and two cars retired. On the Oulton Park racing circuit in Cheshire drivers had to do 18 laps at an average of 50 m.p.h. They also had to open their throttles fairly wide on the motorways, for traffic hold-ups in the Midlands forced them to drive well above the 50 m.p.h. average set for this part of the rally.

The carefully scrutineered cars were all standard and once again coasting was forbidden, there being an independent observer in each car to see fair play. Thirty-seven different *marques* were represented. The event was organised by the Hants. and Berks. Motor Club and there were night stops at Cheltenham and Llandudno.

To everyone's surprise the 1·4-litre class, in which the real rivalry lay between the BMC 1100, Vauxhall Viva, Triumph Herald and Ford Anglia, was won by the Morris Minor, in one of which Mr R. Davies of Newcastle, Staffs., recorded an average of 51·93 m.p.g.

J. Lowrey drives his class-winning Wolseley Hornet through a ford during the 1964 Mobil Economy Run

Briefly . . .

The motor racing season is now well under way. The international Aintree meeting on April 18 was an exciting dress rehearsal for the championship programme which opens with the Monaco Grand Prix on Sunday of next week, May 10, and the Silverstone racing this weekend should provide further pointers to start-of-season form.

There will be no general 50 m.p.h. speed limit at peak holiday weekends this summer but this restriction will be enforced on selected lengths of trunk road at Whitsun and during the 15 weekends from June 5 to September 13 inclusive. The limit will normally operate from noon on Friday until midnight on Sunday.

To commemorate the meeting of Rolls and Royce 60 years ago a pageant of Rolls-Royce and Bentley cars is being staged on the Goodwood motor racing circuit on Saturday, May 23, when more than 1,000 cars of these *marques* —old and new—are expected. The programme includes a *concours d'elegance*, and a contest for the best nominated trio of cars.

GOOD LIVING *by Ganymede*

As the number of wine drinkers and the demand for more and more wine to be drunk all over the civilised world grows, it follows that new sources of supply must be found to sustain the flow. It is very noticeable in this country, which is not a producer, and therefore less affected by prejudices, that over the last 20 years many wines have appeared, previously never heard of, which have found a ready market. These are all additional to the regions which make the best and finest wines. They are mainly from regions where wine was only made for local consumption in the past. One can think of a number of everyday, reasonably priced wines which are now taken for granted, but were almost unknown in this country before the last war. Some of them have been helped by the more widespread travelling habits of the public whose members discovered them in their birthplaces and liked them. Others have been developed and shipped by enterprising growers and merchants who had faith in them and the courage of their convictions. The new importations include the many wines of the lesser known wine regions of France, and also of various other countries where good drinkable wines are made. Their success has been helped by their low price at which they became available in Britain, even if in some cases this was achieved by subsidies offered by the governments concerned.

One of these typical success stories is that of Yugoslav wines. It is not surprising that the clean fresh Rieslings and Sylvaners of the Lutomer region are so popular at such very modest prices. Now, one of the foremost pioneers and specialists of Yugoslav wines, Richard and William Teltscher, have introduced some wines entirely new to us from another region of Yugoslavia. Macedonia is not one of those parts of the Continent where many tourists go, and so very few of us have heard of these wines before.

Macedonia has produced wines since antiquity, but only in recent years has the production been brought up to date and turned into a first-class wine growing region. The old vineyards have been replanted with the most suitable varieties of grapes and great irrigation schemes and new and well equipped cellars have been established.

Four wines were presented for tasting by Messrs Teltscher recently and I found all of them attractive and excellent value at the price. Of the reds Kavadarka is a decent, not too heavy, fairly light coloured red of a character vaguely reminiscent of a light claret, but without any special distinction. The other, Macedonian Prokupac, is a much bigger wine, in fact could be described as a full-bodied red of fine colour. The suggested retail price for these two is 7s 9d a bottle.

The two whites have perhaps a little more finesse than the reds. The Macedonian Smedevka, the fuller of the two, would stand up to being drunk with a dish of strong flavour, while Zilavka, which is lighter in appearance, is more delicate with a pleasant lightness and a charming bouquet. These are to be sold at about 8s a bottle. Because they are so new in this country Macedonian wines may not be found at all wine merchants, but there should be no difficulty in ordering them through one's usual wine merchant. They are certainly worth trying.

New values for " Repas soignés "

I am sorry to see in the 1964 *Guide Michelin* for France that the upper limit for the " Repas soignés," those excellent eating places with very reasonable prices, shown on a special map and also marked in the list, has been put up again. Only five years ago it was 8·50 francs, last year 10 and now it has crept up to 12 francs, although this does not mean that the prices have gone up to the limit in every case. At the Lion d'Or, at Ingrandes on the Loire—the best value I have ever found anywhere in France—the lunch or dinner (except Sundays) is still only 7 francs.

Those who feel that eating in Paris is very expensive might like to write to the French Government Tourist Office (178 Piccadilly, London), and ask for the new list of 400 cheap restaurants in Paris where one can get a three-course meal for less than 10s. The list is published by the Union Nationale des Restaurateurs as part of their efforts to assist the campaign for price stabilisation in France.

MIDLANDS MATTERS *by The Sphere Midlands Correspondent*

Sir Edward Thompson, chairman of the John Thompson group, on the fringe of Wolverhampton, has been invited to become chairman of Redditch New Town Corporation, and will, I understand, accept. If so, the Corporation will be headed by one of Midland industry's outstanding personalities whose wide range of interests and capacities eminently suits him for the job. A youthful-looking and hearty 62-year-old, Sir Edward has been 40 years with his organisation since coming down from Cambridge and working his way through to the chairmanship from the bottom rung—the kind of thorough training that is not so much now in vogue, perhaps unfortunately. Now he feels he would like to devote himself more to some of the outside tasks that have captured his interests, delegating more of his day-to-day business responsibility.

His service to others outside the immediate confines of his various plants has been expressed by his four-year chairmanship of Birmingham Regional Hospital Board, by his office as High Sheriff of Staffordshire and a deputy chairman of Bridgnorth Bench, and by a great deal of educational work. He will not lack for guidance from others likely to be on the Corporation, such as Mr J. A. Hunt, director and general manager of Hymatic Engineering, of Redditch, who is also chairman of Birmingham College of Advanced Technology, and whose work on management education has been recognised by the award of the Bowie Medal of the British Institute of Management.

Another Redditch industrialist whose name has not been linked with the Corporation will, no doubt, also be closely consulted. He is Mr L. Hargreaves Beare, deputy chairman and managing director of Needle Industries, and currently president of Birmingham Chamber of Commerce. Since he feels strongly that the New Town—or at any rate this New Town—is not the ideal solution to Birmingham's overspill problem (a view I put forward here the other week) his voice is likely to be not only more independent but possibly more critical.

Speaking at a meeting recently Mr Beare referred to the difficult labour position in the Redditch area, which has led his own company, for example, to bring workers in from the Continent, and which causes works buses to run daily from as far away as the Cotswolds, and said he viewed with some scepticism the question of the balance of labour and industry. As one of the largest employers of labour in the area, Mr Beare should know, but this glimpse of the problems likely to face him will equally assuredly not deter Sir Edward.

Move in malt

A slightly pained expression is sometimes to be seen on the faces of maltsters when the knowledgeably ignorant, like your correspondent, refer to their products almost exclusively in terms of strong drink—well, drink—such as beer and whisky. " Ah yes," they say, " but don't forget it is used widely in baby foods " (your correspondent started life on the right lines), " milk nightcaps " (he looks like finishing it as fittingly), " as a confectionery ingredient and in many other everyday products." If they do not actually add " et cetera " it is only, one feels, because they have to pause for breath.

However, the research and development department of Associated British Maltsters at Newark-on-Trent, an extension to which was opened the other day by Mr Michael Clutterbuck, chairman of the research board of the Institute of Brewing, is, in fact, very closely concerned with the making of beer and whisky. In many ways it is unique, and its facilities obviously impressed the guests, who were welcomed by Sir Nutcombe Hume, chairman of ABM. Although the team there, led by Mr H. V. Lorenz, director of research, and Dr A. Macey, head of the department, has made a number of new discoveries, one of the most important promises to be concerned with whisky. Intensive studies of enzymes have already enabled the company to offer malts providing increased spirit yields, and processes now under development look like leading soon to further substantial economies. In the circumstances it seems a pity that the duty is now so heavy as largely to cancel out the bonuses likely to arise—though they will be immensely important in the export field.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **LORD ABERCONWAY**

Lord Aberconway is Chairman of John Brown and Co. Ltd., whose many subsidiaries cover mainly machine tools, shipbuilding, chemical plant and general engineering. Born in London in 1913, he was educated at Eton and New College, Oxford, and was called to the Bar in 1937. At Eton, he was Captain of the Oppidans, a position which his father had held and which his two brothers were to hold—a family record only once equalled. Lord Aberconway was made a Director of John Brown and Co. Ltd. in 1939. He served in the war with the Royal Artillery. He became Chairman of the company on his father's death in 1953. He is also Deputy Chairman of Westland Aircraft Ltd. in which John Brown and Co. Ltd. has a substantial holding. Lord Aberconway's activities extend deep into industrial, financial and public affairs. He is Chairman of English China Clays Ltd. and of Sheepbridge Engineering Ltd.; Deputy Governor of the London Assurance; he also sits on the Board of the National Provincial Bank and is a member of the BBC Television Advisory Committee. Lord Aberconway was High Sheriff of Denbighshire in 1950. His main hobby is gardening and he looks after the famous garden at his home at Bodnant, Tal-y-cafn, in North Wales for the National Trust. As President of the Royal Horticultural Society since 1961, he occupies a position held for many years by his father. Lord and Lady Aberconway were married in 1949 and have one son. Their interest in Italian architecture and art takes them on regular visits to Florence, Venice and Rome

RIVAL POWER SOURCES

by The Sphere Industrial Correspondent

Nobody could call the second British nuclear power programme that the Minister of Power finally announced this month as ambitious or courageous a venture as the first "Magnox" programme, now approaching completion, seemed in the '50's. Announcement of the new programme had been postponed time and time again over a period of months: when a White Paper finally emerged, it was much shorter and less specific than had been forecast. Even the size of the programme—5,000 megawatts to be built from 1969 to 1975—was a less firm commitment than it seemed, and mainly a tentative figure for planning purposes. Nor was it an occasion for proclaiming any triumphs of British nuclear design: our forthcoming designs, the White Paper made clear, were not necessarily competitive with some developed across the Atlantic, and it was by no means certain which the British electricity supply industry will want to buy.

What was impressive about the announcement, however, was the confidence of all three authorities concerned—the Ministry, the Atomic Energy Authority and, most important in this connection, the Central Electricity Generating Board—that nuclear electricity would be competitive with power generated from coal by the early '70's. And this comparison, according to them, did not depend upon which design of power station was chosen, British or transatlantic. For base-load generation (almost continuous running, day in, day out, to supply the power we need by night as well as by day), Sir Christopher Hinton guessed that nuclear electricity would cost no more than 0·4-0·5d a unit shortly after 1970. And by that time, he estimated, power from coal-fired stations being designed now would cost a halfpenny a unit or slightly more.

This is the first specific comparison favouring nuclear power that we have had from the electricity supply industry itself for quite some years, indeed since the first euphoria about nuclear generation burned itself out. But nuclear engineers are entitled to say that it does not arise so much from revision downward of their own forward estimates of cost as from the fact that the costs with which they have to compete are at last being revised upward.

Sir Christopher Hinton himself, two years ago, was citing coal-fired stations then under construction which, he hoped, would produce electricity for less than a halfpenny a unit; and still seemed hopeful of further economies. Nevertheless, he pointed out that the dramatic economies in capital costs of such stations that have been achieved in recent years could not continue down "as steep a slope" for much longer: if only because a 10 per cent. reduction in capital cost on a station costing say £33 a kilowatt represents a smaller money saving than a 10 per cent. reduction in a similar station that used to cost nearly £70 a kilowatt.

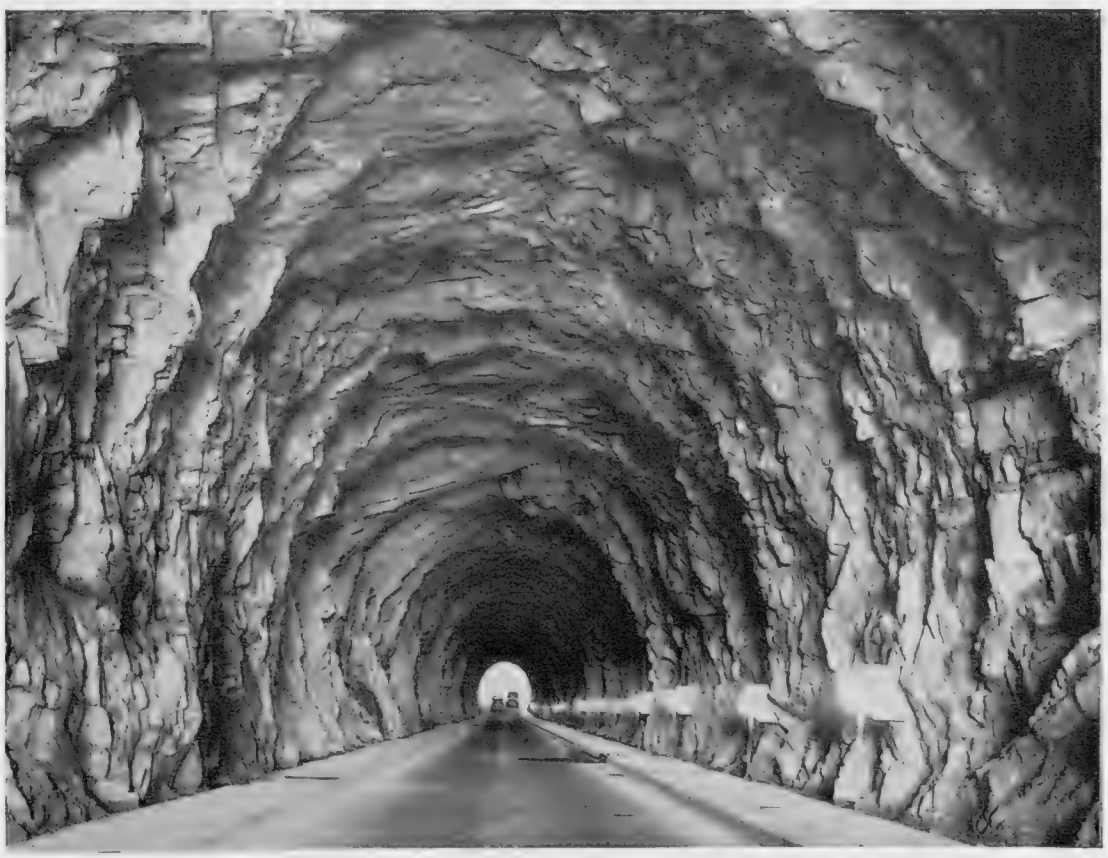
Other factors, too, outside the pure design costs, are beginning to affect the balance of cost between nuclear and thermal power. By the mid-'70's it may no longer be as realistic to compare nuclear generating costs simply with those of coal-fired stations sited in the best possible places, at or near pitheads. Room at the top of the mines that supply the cheapest coal, in the Midlands, is being used up. The technicalities of really huge power stations, such as the new 3,000 mw station that the Board is to put up at Drax in Yorkshire, rule out quite a number of sites. Moreover, "amenity objections", which nowadays come quite as fervently from Midlands landowners affected by power stations as from landowners in other parts of the country irritated by overhead transmission lines, tend to reduce the number of potential sites in really economic locations too.

It is true that special contracts for coal haulage with Dr Beeching can moderate the cost of having to site coal-fired stations farther away from the coal areas than the CEGB would ideally choose. But gradually one is moving away from the comparison of nuclear generation with "ideal" coal-fired costs. And on the other side of the balance, the Atomic Energy Authority would certainly argue that over time some of the fairly conservative assumptions that had to be built into early atomic estimates—for example, speedier depreciation than on conventional stations, and shorter "fuel lives" for the elements inside the reactor than now seem practicable—will over the coming years tend to be revised in favour of nuclear generation.

The Atomic Energy Authority cannot be as confident, however, that this favourable revision of cost estimates will do more than make the very high costs on the passing generation of Magnox stations that it designed, look rather more healthy. For there is no absolute certainty now that commercial stations will ever be developed from the AEA's next design, the advanced gas-cooled reactor that it is developing at Windscale. For the Central Electricity Generating Board wants to have detailed examinations made of some transatlantic alternatives that may turn out cheaper—not only the Canadian designs of plant that the AEA was interested in a year or two ago, but a "boiling water" reactor that America's General Electric Company (not connected with Britain's GEC) has recently been offering to customers in a cheapened form.

The offers sound, on paper at least, highly attractive. These stations, it appears, might be built in Britain from down to £50 a kilowatt, against the £80 or more a kilowatt expected for the advanced gas-cooled reactor that AEA has designed. (Both, incidentally, would be built by British consortia; if the American design were chosen, Sir Christopher Hinton reckons that the cost of equipment that it would be essential to import would be no more than a sixth of the total cost of each station.) Nevertheless, the acceptance of an American design would pose considerable problems for the Atomic Energy Authority and for some of the nuclear engineering groups if not for the CEGB as satisfied customer.

Capital costs could be held down for any of these designs by standardising on one basic specification and freezing this for the run of the whole six-year programme. If the design chosen were American, that would obviously not suit AEA; the authority would effectively be shut out of one stage at least of the evolution of commercial reactor design, and its own AGR design would presumably become irrelevant. Complete standardisation might not suit the nuclear engineering consortia even if Britain's AGR were chosen; for the logical concomitant might be to put the main contracts under the command of one or at most two enlarged groups rather than three. Only four or five stations are likely to be involved if the programme remains at 5,000 mw by 1975; and the first requests for tenders, for the purposes of studying comparative costs, will want quotations for stations of one 500 mw reactor, two 500 mw reactors, and also for repeat orders. People in the consortia are doubtful whether this will still leave room for three groups.



Hewn out of solid rock at Ceannacroc in Invernessshire, this tunnel gives access to the first major underground electricity generating station to be built in the UK. It was excavated by The Mitchell Construction Company Ltd. for the North of Scotland Hydro-Electric Board. The Consultants were Sir William Halcrow and Partners. Mitchells have completed some 75 miles of tunnelling for the Board. The firm holds the world record for tunnelling: 557 ft. of tunnel of 8 ft. 6 ins. driven through epidiorite rock in one week

HOTELS TO STAY IN

by The Sphere City Correspondent

176 In this Shakespeare quatercentenary year, there is no question which of the bard's legacies would be most highly valued by his native town. Second best beds will command a premium almost beyond price. For although the visiting hordes are estimated in millions, there are only a meagre 800 hotel rooms in the place.

Stratford's deficiencies—which will cause untold disappointment, acrimony, accusations of profiteering, and general damage to Britain's fledgling (but highly profitable) tourist trade—provide a suitably dramatic illustration of the problem with which the hotel industry in this country is only just beginning to cope: the fact is that most of its capacity is in the wrong place. At the seaside, in a hundred damp and chilly resorts, there are more hotels than anyone knows what to do with. On the main *tourist* route—from London to Oxford and Cambridge, to Stratford itself, the Cotswolds and then up to the Highlands—there is hardly a place to be had for love or money in the season.

Similarly in the winter. The Palm Courts and the Promenade Lounges stand desolate and ghostly along the South Coast from October till May. But the stream of businessmen, busily hurrying to Newcastle, or Sheffield, or Liverpool, often have to book weeks in advance. Many industrial companies, like Ferranti, have been forced to buy substantial interests in hotels near their headquarters, just so that they can put up important visitors without embarrassment. And at least one sizeable chain—Frederick Hotels—was started because a Sheffield steel magnate, Sir Stewart Goodwin, needed accommodation for his visiting buyers.

It has taken a long time, too, to wake up to the age of the motor car. People nowadays are less and less interested in the traditional Saturday-to-Saturday stop; they want a comfortable overnight stay, and then on to the next place. But there are still only 30 motels geared to their needs (against 75,000 in the US with only three times the population).

Certainly, there have been powerful economic arguments holding up change. The short and fickle British summer and the soaring cost of construction and city-centre sites have made new building a risky business, and not all local authorities have been particularly sympathetic to experiment. But it is becoming more and more obvious that the most financially successful groups in the business are those who have found ways to ameliorate or get round the obvious disadvantages.

On the main tourist round, for instance, the immemorial July-August peak is already being stretched out. The Scandinavians and the Americans start coming as early as May and are still around in October. And the Government's moves to vary the school holidays will carry this important staggering effect much further.

To do the job properly, however, a lot more people will have to follow the example of Mr Max Joseph's Grand Metropolitan Hotels, who were the first to set up a special sales and promotion unit with the specific object of selling accommodation all the year round. With conferences, sales meetings, exhibitions, and so forth, it is possible, as GMH have shown, to fill up even in the dankest weeks of February and November.

Grand Metropolitan have also pioneered the use of advanced cost-control techniques in the hotel world. By a simple act like the rearrangement of the bedroom furniture in one of their hotels, they have found it possible to save £1,300 a year in cleaning time. And one feels that similar action elsewhere would go a long way to spring clean some of the dimmer profit-and-loss accounts in the industry.

One place where it is being applied is the vast Trust Houses complex, now showing the first fruits of revivification under the relatively recent chairmanship of Sir Geoffrey Crowther. Profits have almost doubled in the past three years, but there is a great deal further to go. New hotels are opening or about to open in several of the leading tourist spots; the "Motor Inn" project is just about to get off the ground; and there are still a lot of fusty but romantic old houses in the group which have yet to hear the swish of the cost accountant's broom. The shares look very reasonable.

The most unexpected success of the hotel business lately has probably been Rowton Houses. These are the old working-men's lodgings in more-or-less central London, which have partly outgrown their original intention. The decision to turn one, near King's Cross, into a cheapish, no-frills hotel has exceeded all expectations, and almost certainly there will be more to come. And the Rowton directors can obviously show the older hands in the industry a thing or two. There will be a lot of people in Stratford this year wishing there was a Rowton House in which to lay their heads.

Room at the Inn

	Price s.	d.	Yield %	Times Covered
Grand Metropolitan	11	0	4·7	1·8
Trust Houses	14	3	4·3	2·0
Rowton Houses	16	0	4·6	1·9

ROSS GROUP MAKES RECORD PROFITS

FROM FOOD PRODUCTION & DISTRIBUTION

SUMMARY OF ACCOUNTS FOR 1963

	1963	1962
Net Profit (Before Tax)	£ 1,736,312	£ 679,149
Net Profit (After Tax)	£ 1,421,167	£ 661,149
Cash Flow	£ 2,172,621	£ 1,377,214
Preference Dividend (Less Tax)	£ 67,085	£ 15,068
Ordinary Dividend (Less Tax)	£ 705,415	£ 643,816
Capital Employed	£16,707,563	£14,252,029
Issued Capital	£ 7,274,386	£ 5,072,327

The Chairman Mr. J. CARL ROSS *when presenting the report and accounts said:*

It is pleasing to report record profits for the Group before taxation of £1,736,312 (£679,149) for the year to 30th September, 1963.

The improvement in profitability, to which I referred last year, continued throughout the year and is being more than fully maintained during the current financial year. Without exception, every sphere of our operations has shown increased profitability during the six months to 31st March, 1964.

The Ordinary Shareholders are benefiting from this increase in profits by the maintenance of the dividend at 22% on the Ordinary Share Capital as increased by the 1-in-10 scrip issue of August, 1963 and by the forecast of the maintenance of this dividend for the current financial year on the Ordinary Share Capital as increased by the 1-in-4 rights issue of February, 1964.

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THE IMPORTANCE OF DAMS

BY ANGUS PATON, C.M.G., M.I.C.E.

Above: An example of British dam construction overseas. This dam on the River Derwent in Tasmania was completed by the Cementation Group of Companies in 1961. The picture was taken during the cable and anchor stressing **Left:** The Luichart Dam built in 1954 for the North of Scotland Hydro-Electric Board by Reed and Malik Ltd. The consulting engineers for the dam were Sir Alexander Gibb and Partners. It is one of many to be visited by delegates to the Congress on Large Dams meeting in Edinburgh this month

Next week some 1,000 men are assembling in Edinburgh from 50 countries, including the Commonwealth countries, the United States, the USSR and Japan. They will be attending the Eighth Congress of the International Commission on Large Dams. It is the first to be held in Britain. Previous meeting places have recently included Stockholm, New Delhi, Paris, New York and Rome.

Why so much discussion on dams?

For an engineer, the construction of a dam and the impounding of water which follows is the control and mastery of an elemental force which acts night and day to break through and destroy the obstruction placed in its path. It is a lifelong battle between the engineer and the elements. The primary function of a dam is to store water: in other words, to create a reservoir. An obstruction which raises the water level only enough to feed distribution canals is called a barrage.

Today, the main uses of dams are for domestic and industrial use, irrigation supplies and the production of power from water. No one knows when or where water was first made to work for man. Certainly the water mill has been a feature of life in many lands for more than 2,000 years. The vital part played by water power during the early days of the industrial revolution in England, before the advent of steam, is commemorated by the word " mill," which is still applied to buildings that house such varied activities as textile spinning and weaving, and the rolling of steel. In those days, however, there was little storage, in the true sense, connected with water power; and the embankments that were constructed to feed the mills functioned as barrages rather than as dams.

It was the generation of electricity from water, which began in the late 19th century, that made dams essential to water power. The water turbine, which drives generators in hydro-electric power houses, is a descendant of the old water wheel. It has been developed in different forms which give high efficiency in widely varying conditions. All types depend on constant supplies of water irrespective of the vagaries of weather and rainfall and, therefore, almost without exception, on dams.

Meanwhile the growth of large cities and towns, combined with rising standards of living, was increasing the demand for water for domestic and industrial use. Over the world in general crops are still the chief consumers of water. Many countries depend on rivers, which may carry too much water at one season and too little when the crops need it most. Here dams can serve three purposes—irrigation, flood control and power production.

While it is true in general that large dams are a 20th century development, there have been exceptions. The Mareb Dam, built (according to tradition) about 1700 BC on a high plateau in Arabia, was a remarkable feat of engineering. Two miles long and 120 ft. high, it was constructed of cut stone blocks secured with metal cramps and cemented with bitumen. It protected the lands below from the twin curses of flood at one period of the year and drought at another. These lands were the domain of the Queen of Sheba, whose visit to King Solomon, bringing gifts of gold and precious stones, is recorded in the Second Book of Chronicles. The dam stood for 1,800 years. Then it collapsed. The city of Mareb, described by Pliny as "the diadem in the brow of the universe," was destroyed by the rushing waters; and the once fabulous land of Sheba reverted once more to sterile, sandy waste. *continued on page 178*

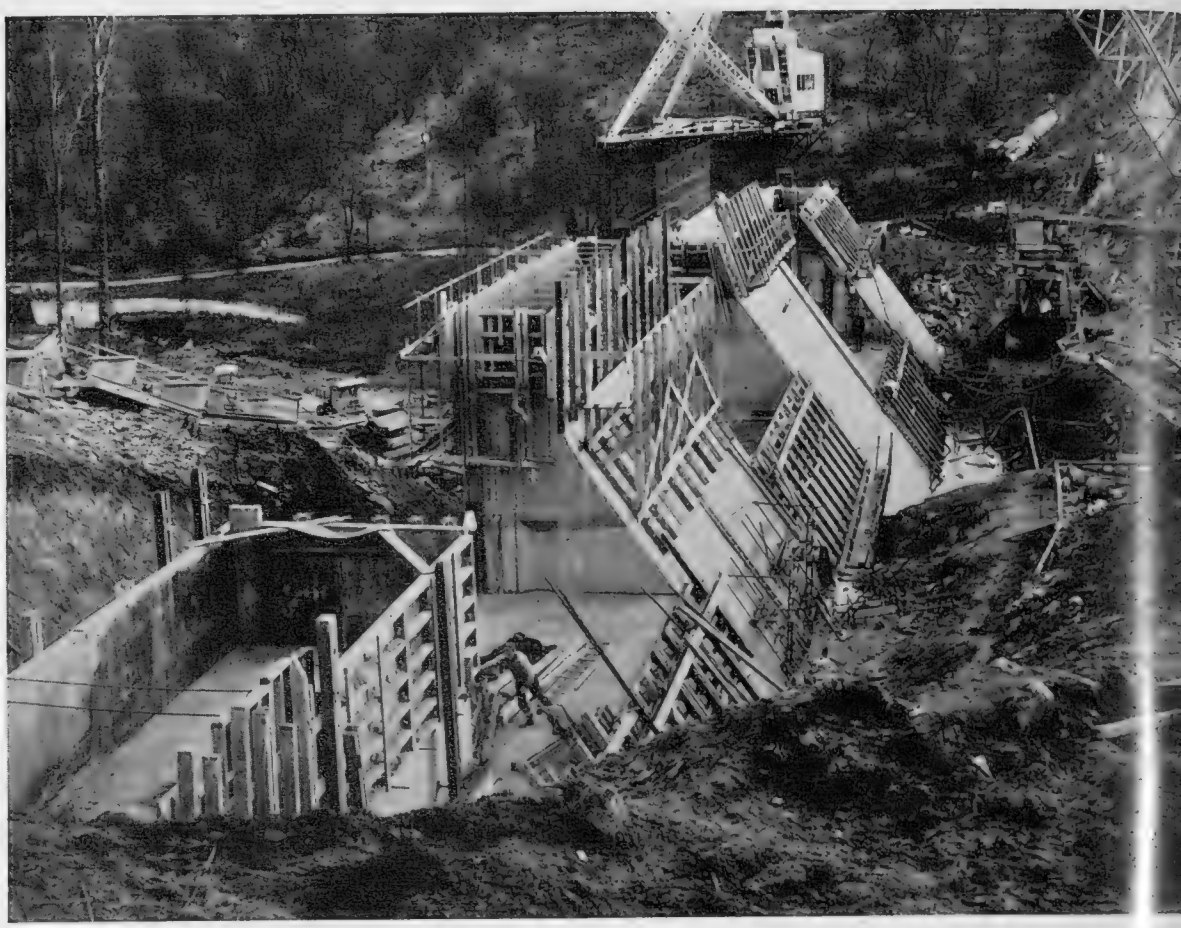
THE IMPORTANCE OF DAMS *continued from page 177*

178 Since the beginning of the present century several factors have contributed to the development of dam construction. The first is demand: increasing world population calls for more effective use of available water resources for all human purposes. At the same time machines and mechanical power, new materials and new techniques have enormously increased the scope of dam engineering while reducing costs and speeding construction. It is of interest that out of the total of nearly 10,000 dams in all parts of the world, no less than 7,500 have been constructed or projected in the past 25 years.

Perhaps the most significant development of recent years—in which all the factors just mentioned are playing a part—is long-term storage. Hitherto, the best that could be aimed at was to store enough water during one flood season to tide over the next dry period. This means that a season of less than average rainfall will probably be followed by a shortage, for which there will be no remedy. It is now becoming both necessary and possible to provide against dry years by holding reserves during years of plenty. Long-term storage of course requires very large reservoirs. It also gives fresh importance to two problems which in themselves are not new—silt, which can seriously reduce a reservoir's capacity in a few years; and loss of water by evaporation. Both these factors must be allowed for in the designer's calculations.

These few general remarks will serve as an introduction to the examples illustrated, which show how every dam is "tailor-made" with one eye on its function—domestic and industrial water supply, irrigation and flood control, hydro-electric power, or several of these combined—and the other on geographical conditions and, to some extent, the materials most readily available. Notable too is the increasing attention paid to appearance, so that the modern dam and reservoir do not constitute an eyesore but, on the contrary, an added attraction and a source of new pleasure and interest to visitors.

In a large number of dams British engineers have played a part, either as consultants and designers, or as *continued on page 180*



Above: Lednock Dam, completed for the North of Scotland Hydro-Electric Board by Taylor Woodrow Construction Ltd. in 1957. The consultants were Sir M. McDonald and Partners

Top: Construction work in progress on the Glen Finglas Dam in the Trossachs, Perthshire. The reservoir will augment the present Glasgow water supply. The contractors are John Mowlem and Co. Ltd.

Right: Intake tunnels measuring 30 ft. in diameter at the Mangla Dam which is in West Pakistan

Above: The site for El Cadillal Dam in Argentina, to be built by Richard Costain Ltd. and the English Electric Company for the Government of the Province of Tucuman. When built, the dam will prevent flooding of the river and provide water for irrigation as well as power for generating plant of 12,000 kilowatts capacity

Left: The Warragamba Dam in New South Wales, Australia. The concrete base of the dam, where the pressure is greatest, is 340 ft. thick

Top: The Monar Dam in Inverness-shire, being built by The Mitchell Construction Company Ltd. for the North of Scotland Hydro-Electric Board's Strathfarrar Scheme. The consulting engineers are Sir William Halcrow and Partners. Monar is the first double curvature arch dam in the United Kingdom. The use of a double curvature design, arrived at through mathematical analysis of the stresses and pressures, gives a saving of over 23,000 cubic yards of concrete

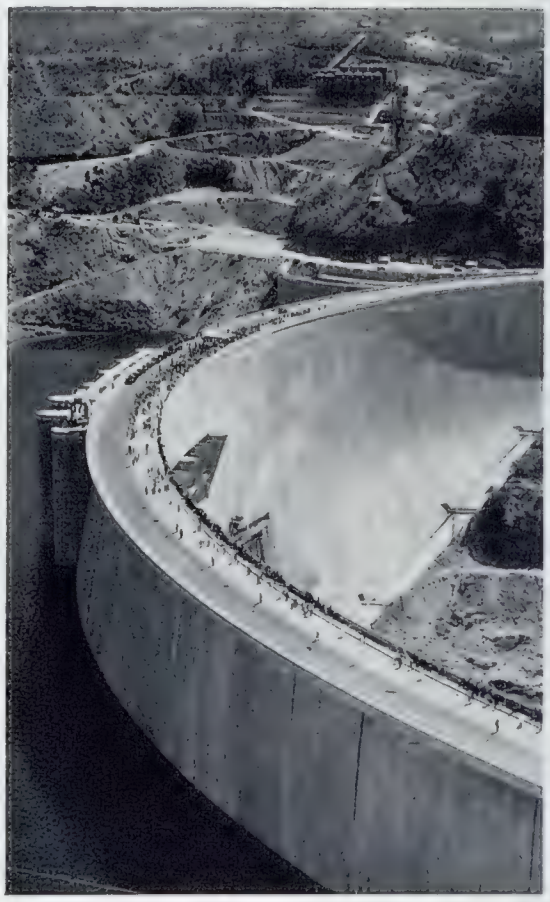
THE IMPORTANCE OF DAMS *continued from page 179*

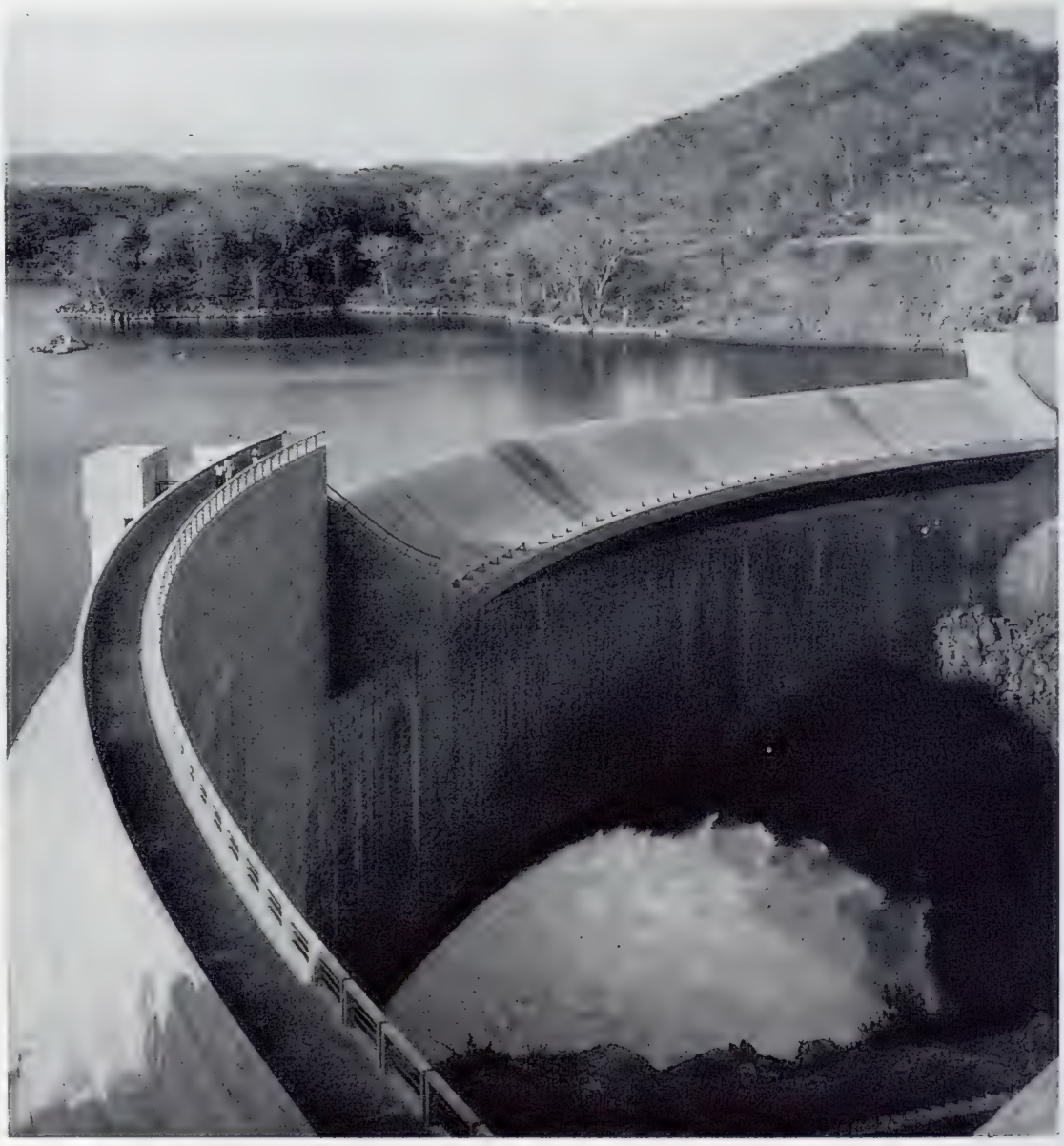
contractors, or both. Despite its small size Great Britain has the third largest number of large dams—369 over 50 ft. in height—in the world, this number only being exceeded by the USA and Japan. British engineers have been responsible in recent years for such overseas dams as Dokan in Iraq, Owen Falls in Uganda, controlling the world's largest natural reservoir (Lake Victoria), Kariba in the Rhodesias impounding the world's largest man-made reservoir with a surface area of 2,000 square miles, Mangla Dam in West Pakistan, one of the largest earth fill dams now under construction, the Kainji Dam in Nigeria, the Latiyan Dam near Tehran, one of the largest buttress dams, and many others in all the five continents.

It would take a bold man to predict the future lines of dam development. The best sites for dams have in many areas already been developed. But improved techniques in sealing foundations, especially in material other than rock, in the knowledge of materials of construction such as earth fill, rock fill, concrete, etc., and in the development of constructional plant, all have made rapid strides in recent years and will enable the more difficult sites to be developed economically and with safety. The complicated stresses in arch dams of more advanced design have been studied by pure mathematical analyses assisted by computers and by models. This particular work is actively proceeding in a number of countries at the present time and not least in Great Britain.

The fearful consequences that can follow the failure of a dam were shown long ago by the story of Mareb. There have been examples within very recent years, with heavy loss of life, in Spain and France; and the appalling tragedy of Vaiont in Italy is still vivid in our minds. The question becomes more urgent with the prospect of yet higher dams and larger reservoirs. In Britain at least the matter is well taken care of under the Reservoirs (Safety Provisions) Act of 1930. No large dam in Great Britain can be proceeded with unless the dam concerned has been designed, thoroughly inspected during construction and approved for filling to top water level by a member of a panel of highly qualified experts appointed by the Home Office.

And so to the meeting of engineers in Edinburgh which is taking place between May 4 and 9 to discuss four main problems—physical and mechanical properties of rock in situ (this is particularly important in view of the French and Italian disasters being due to failure in the strata and not any defect in the dams themselves), the results and interpretations of measurements made on dams including earthquake observations, design of concrete for large dams and, finally, design and performance of high rock fill dams. The technical sessions arranged for the delegates to the International Congress will be followed by four study tours and a study cruise of the British Isles to enjoy the scenery and to inspect the many dams in Scotland, Wales and England.





Above: The spillway of the Rosaires Dam in the Sudan being surfaced with concrete
Top right: The dam wall at Kariba across the Zambesi River in Rhodesia. The picture was taken during the visit by Queen Elizabeth the Queen Mother in 1960. The civil engineers for this contract were Sir Alexander Gibb and Partners

Right: The Bangala Dam was built by McAlpine and Concor Pvt. Ltd.—Sir Alfred McAlpine and Son Ltd.'s South African company, as part of the irrigation project for the Hippo Valley Estates in Southern Rhodesia. The Kyla Dam 90 miles upstream is part of the same project. More pictures of large dams follow on pages 181 and 183

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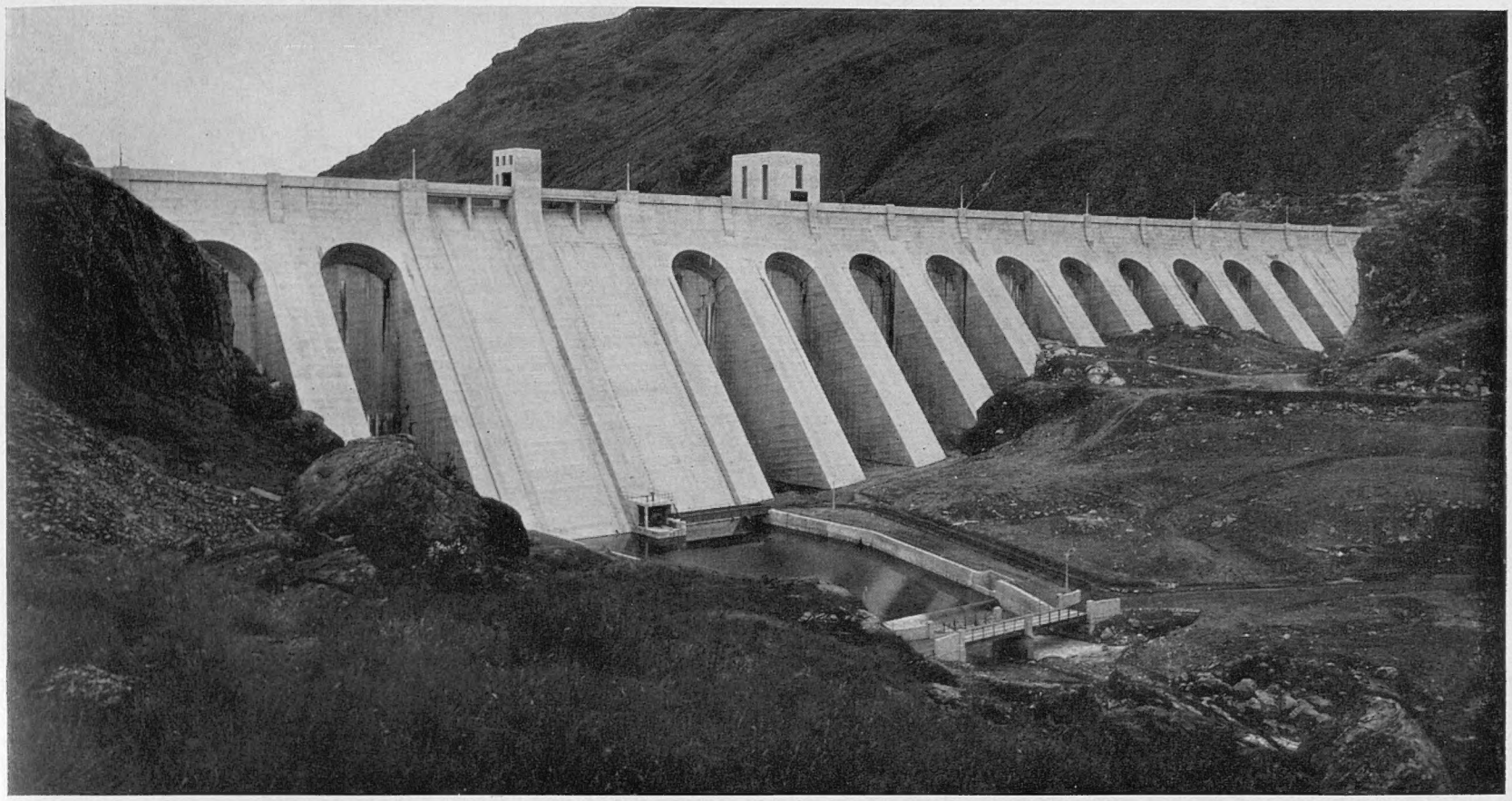
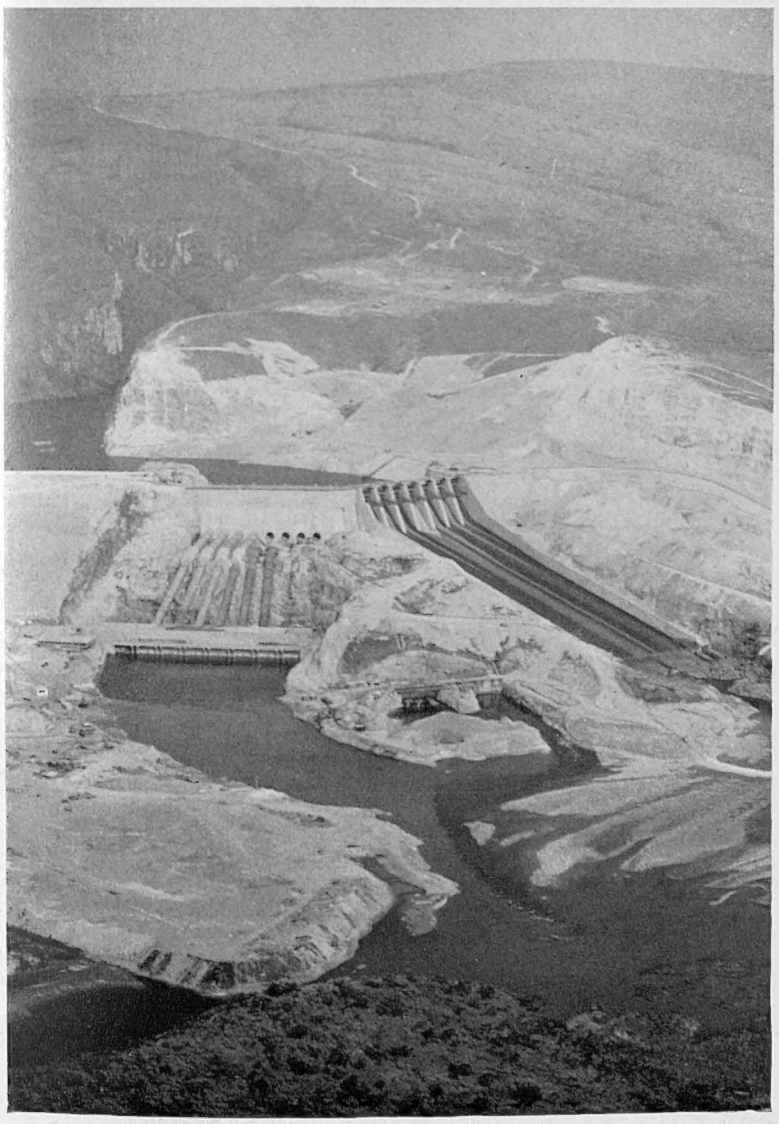
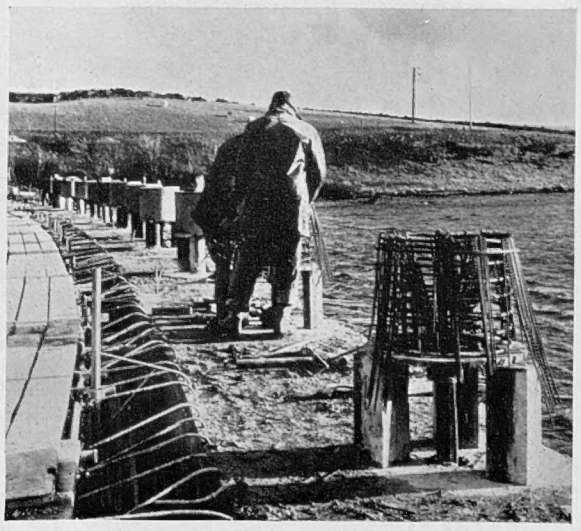
THE IMPORTANCE OF DAMS *continued from page 180*



Sloy Dam in Scotland. A multiple buttress, mass concrete dam, it was completed by Balfour Beatty and Co. Ltd. in 1950. The consulting engineers for the construction of the dam were James Williamson and Partners





Above: The start of a dam. Ruston-Bucyrus diesel shovels move in to excavate the foundations out of solid rock. This picture was taken at the opening stages of the Aple Gera Dam in the Italian Alps **Left:** At the Argal Dam near Falmouth, high tensile cables are prepared for concreting. The work here was done by the Cementation Co. Ltd. **Far left:** This 1,200 mw hydro-electric project on the Rio Grande in Brazil is one of the largest in Latin America. Work on it by George Wimpey and Co. Ltd. ended in 1963. The main rock fill dam will form a reservoir extending 100 miles upstream

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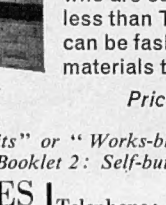

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THE IMPORTANCE OF DAMS

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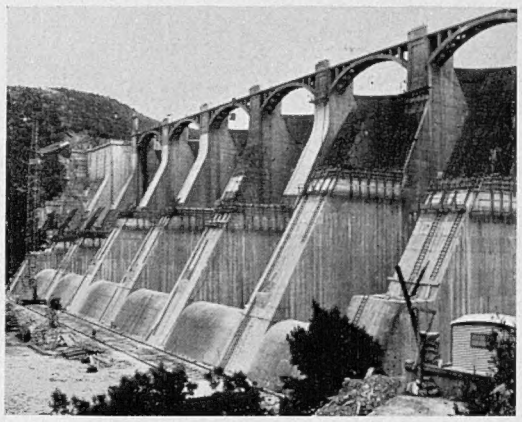

Above: One of the first aerial pictures of the High Dam at Aswan in Egypt, showing four of the tunnels built in the diversion canal

Left: Churchill dam in South Africa, the key to Port Elizabeth's water supply. The picture was taken last year as operations were speeded up to complete the work before the annual rains

Below: In Canada, formwork is erected for concrete pouring in the early stages of the construction of the large dam at Manicouagan

FOR THE NORTH OF SCOTLAND HYDRO-ELECTRIC BOARD: Glascarnoch, Vaich and Luichart Dams; Achanalt Barrage; various associated Power Stations, Tunnels and ancillary works.

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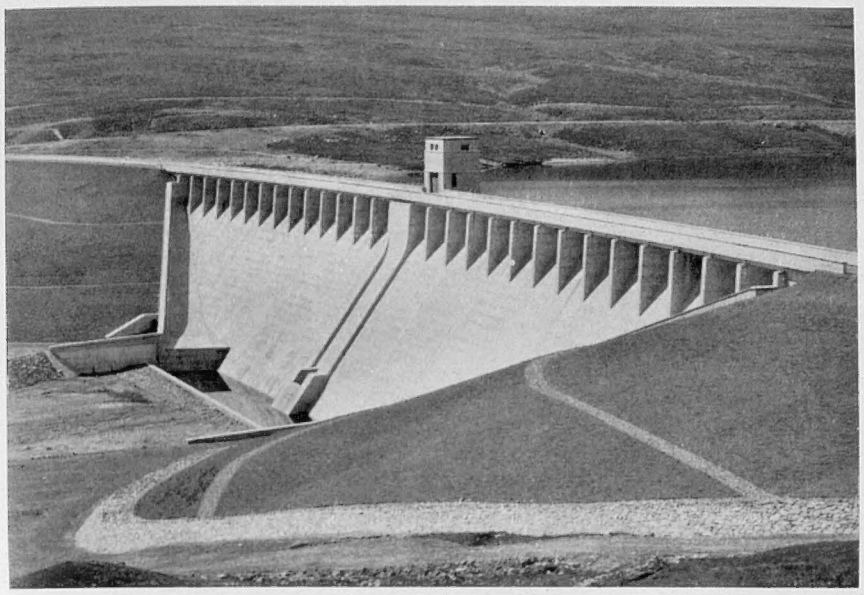

Glascarnoch Dam *Consulting Engineers:- Sir Alexander Gibb and Partners*

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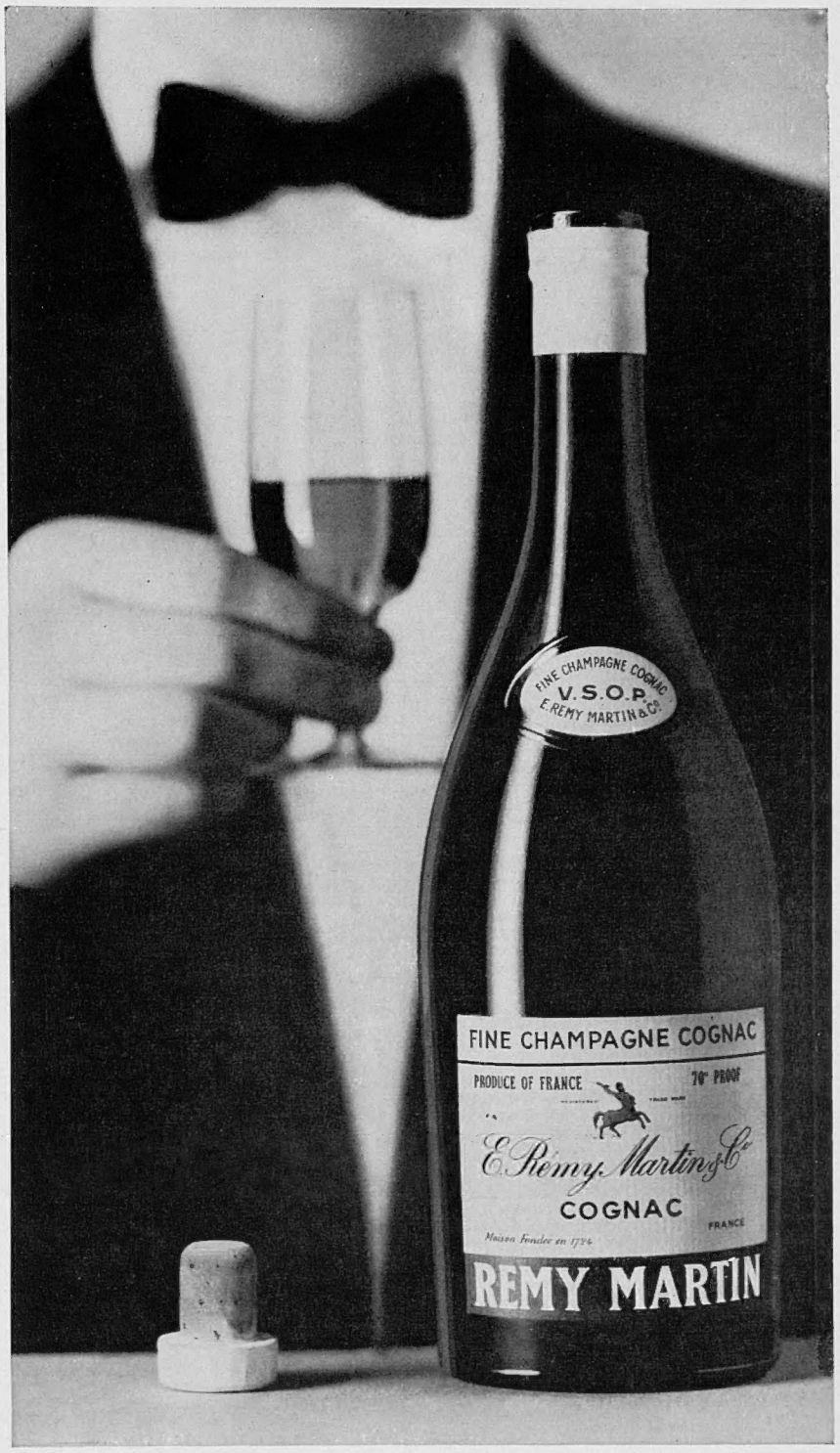

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